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FAST

car

defining car culture

**"IT'S NOT PINK
IT'S FUCHSIA"**

The juiced Zetec S that proves real men wear, erm, Fuchsia

TESTED:

Bluetooth receiver, liquid wax, Alpine CarPlay headunit



SHOW STOPPERS

We feature the cars that smashed this season's TRAX event!



Awesome Audi A3



Epic EP3 Type R

Super-slick Stepside



Bagged Beemer Z4



Slammed SEAT Ibiza



#360

Since Nineteen Eighty-Seven



ISSUE 360 OCTOBER 2015 £4.80



TRAX: Huge report and products special from The Ultimate Performance Car Event

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Don't you just love that warm fuzzy feeling you get inside when you feel loved? Don't worry, I'm not getting all Dear Deidre on your arse – I don't have a clue about any of that relationship stuff. Nope, we're talking about the warm fuzzy feeling you get after a great car show. And the other Monday morning, after our very own Car Culture Collection at TRAX, we nearly exploded with fuzziness.

Once the aftersun had been applied to our foreheads and we fired up the computers, we were greeted by a torrent of emails thanking us for such a great day! It's weird, because we didn't expect it, mainly because we are the ones who feel we should be saying thank you to the car owners and punters for attending – after all, it is you who made the day so bloody good.

In a scene that has to cope with its fair share of bitchiness it was super-refreshing to get a gentle reminder of why us car people do what we do. It's not just about the cars. It's the community that makes our culture so special.

The quality and variety of rides in the collection was off the charts and it was so nice to see car nuts from different scenes mix, appreciate and respect each others' builds.

For this reason, every car that's featured in this issue (apart from the mental Tahoe audio car) was on display at TRAX, from the bright pink Fiesta to the awesome A3. Enjoy.

Even bigger Love,

Jules

RANDOM SHIZZLE FROM TEAM FAST CAR THIS MONTH...



SLIM JULES
EDITOR

"Hmmm, my favourite car at TRAX? They are all my favourites."

Fifteen years in publishing including a spell as a pap, IMIAL Level 2 Mechanic, Poppadom Eating World Championship runner up, Race National B Licence holder.
jules.truss@kelseymedia.co.uk



MIDGE
CONTRIBUTING EDITOR

"The Apache on page 102 is my fav, although due to a technical hitch he didn't make TRAX in the end."

Uber-short serial Gumballer and monster truck driver, IMIAL Level 2 Mechanic, built 12 feature cars, five cover cars, five rally cars and has a degree in pottery.
james.burr@kelseymedia.co.uk



INITIAL G
ART EDITOR

"I love the SR20-powered Firenza. I bought a Firenza on my 40th birthday... new."

Twenty-nine years of design experience (he used to chisel stuff out of stone), champion archer and currently working on proving inflationary cosmology propagation, through vacuum energy.
graham.morecroft@kelseymedia.co.uk



GLENDA
WEBSITE EDITOR

"A warm fuzzy feeling? Last time I had one of those I had to rush to the toilet."

Social media guru, Gumballer, IMIAL Level 2 Mechanic, fully qualified lifeguard, purveyor of super lows and very large feet. Also likes cars rather a lot.
glenn.rowswell@kelseymedia.co.uk

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Kevve.be Belgian Snapper

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Damo Hall Super Sub

Jon Davies Show Shooter

Jarkle Writer Extraordinaire

Adam Rayner Audio Guru

FAST CAR MAGAZINE
OCTOBER 2015

ISSUE 360

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Kelsey Media

Cudham Tithe Barn

Berry's Hill

Kent

TN16 3AG



contents



FAST RIDES

AUDI A3 010

Look up stunning in the dictionary and you'll find this A3 next to it!

CIVIC TYPE R 028

Flip paint, air-ride and retro rims bring this Type R bang up to date.

FIESTA ZETEC S 036

This juiced Fiesta proves why real men wear pink (or Fuchsia).

SEAT IBIZA 070

Candy paint, stonking wheels and an uprated turbo make this one of the best Ibizas in Europe.

BMW Z4 080

A top drop on this drop top (try saying that after a couple of sherbets).

AUDIO CAR



Chevy Tahoe 062

This thing is as loud as it is famous; and it's bloody famous!

WILD CARD



CHEVY STEPSIDE 102

Two Chevys in one issue? But this Stepside isn't from Stateside. Built in the UK baby.

BONUS FEATURE

WEIGHT LOSS 076

Our essential guide to putting your car on a diet and shedding a few pounds.

OUT THERE



TRAX 020

As you can probably tell this was a good one and this mag proves it!



FRESH GEAR

045 PRODUCTS OF TRAX
046 MUCH MORE TRAX KIT
049 EVEN MORE TRAX KIT
050 DETAILING TEST
053 AUDIO TEST
054 AWESOME AUDIO

REGULAR FEATURES

Front End 006

The complete opposite to Arse End, you'll actually find something of use in here like, a Golf GTi buying guide and Wilton Supercar Show.

Pull Out Posters 057

Do you like cars, and do you like posters? Well, it's your lucky day...

Staff Rides 087

When we're not putting this mag together (or on Facebook) we muck about with our won cars. This is what we've got up to this month.

Readers' Rides 098

Now for the most important cars in the whole world... yours!

PCD Guide 110

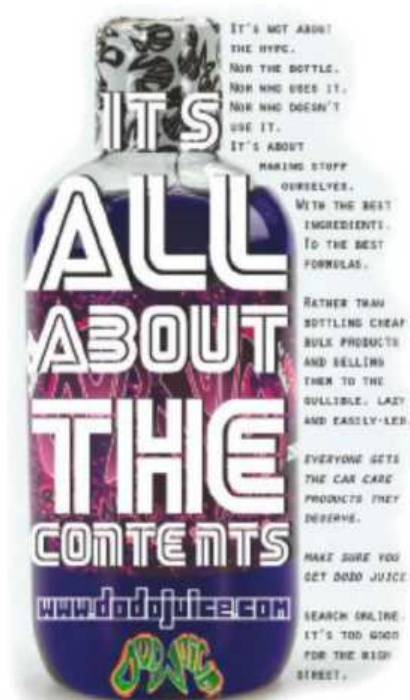
Want to know the PCD of your car without finding a million different answers on the net? It's all here, right in front of your eyes!

Arse End 112

Whereas the rest of the magazine is half professional with a good mix of technical features and beautiful photography, this bit isn't.

Next Month 114

We whack out the Lycra for the Super Powers issue! Don't miss this one.



**LIFETIME
WARRANTY** 
**WITHSTAND
HIGHER PRESSURE** 
**RACE PROVEN
RELIABILITY** 



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Bentley Speed 8
Le Mans car

Meet of the Month

Wilton Classic and Supercar Show

WORDS AND PHOTOS JON DAVIES

Waking up at 6am on a mid-summer Sunday is not most people's idea of fun. But when you're getting up that early to head to Wilton House in Salisbury to see a collection of some of the world's most exclusive and expensive supercars, then we'll make an exception.

With everything from the Back to The Future DeLorean to five Bugatti Veyrons and classic GT40s to a Le Mans Bentley LMP1, there was something for everyone to admire.

The standard of cars was, as to be expected, exceptional. And to get up close and personal to a Pagani Huayra, Koenigsegg Agera One:1, Porsche 918, Ferrari LaFerrari and McLaren P1 all parked together was just an absolute dream. Talk about a bit of posh!

The journey home was spent trying to decide which ones we'd park in our dream garage, but the rule was you could only pick five!

It's well worth a visit, so keep tabs on www.wiltonclassicsupercar.co.uk for next year's date announcement.

Forget winning the Lotto. It won't cut it. We're off to play the EuroMillions. We need a 918 in our lives. Oh and a LaFerrari, P1, Koen... you get the idea! Dream big readers, dream BIG...



A Bugatti EB110, yesterday



It's not everyday you see a LaFerrari casually parked up



We'd still give our left bollock for an Escos



Jaguar XJ220 anyone?



You've gotta have balls to do that to a McLaren F1

FordFest



When? **Sunday 13th September**

Where? **Santa Pod**

Love your Fords? Then you're gonna love this new show from the guys at Fast Car Entertainment! FordFest is a brand new event and is being launched at Santa Pod on Sunday the 13th of September. It'll be bringing together the best examples of classic and modern models in the ultimate season finale for Blue Oval fans. Featuring high-speed strip action, thousands of the UK's best Fords, a huge trade area and spectacular demos and stunts.



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- Massive Ford displays featuring hundreds of club cars
- Run What Ya Brung!
- Classic Ford Zone brought to you by Classic Ford Magazine
- Fast Ford Magazine display
- Rally passenger rides
- Show & Shine competition
- Retail and exhibitors area
- Kid's entertainment

APPRECIATING DEPRECIATION



MK5 GOLF GTi NEW £21,000
NOW £4,000

When you think of a cheap 'modern' day Golf GTi your attentions firmly turn to the Mk4. In fact we only reviewed it here a few months back. But if you can stretch your budget to the low 4k mark you might be surprised to know you can get the newer and more powerful Mk5 TFSi GTi.

This is an awesome car that signalled VW's return to its GTi roots, after average reviews of the Mk3 and Mk4. And with a 2.0-litre turbocharged 197bhp on tap, you can see why. A very capable chassis

backs up the power, and you won't be disappointed when you climb inside.

There were a couple of limited editions to note, mainly the sought after Edition 30, which marked the 30-year anniversary of the Golf GTi. These come with another 30bhp, exterior and interior tweaks, including the return of the iconic golf ball shifter. But all this comes at a price. Expect to pay at least another 2k.

Still it's a cracking car, a future classic. You might even make money on one!

“EXCUSE ME, HOW MUCH ARE THESE PLEASE MATE?”

“They are £638.22p – plus VAT.”

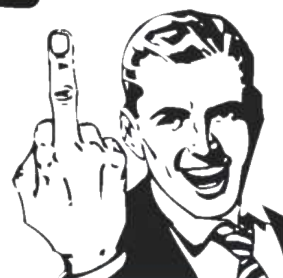
Oh great, I'll just work that out with my virtual calculator.

Why do retailers do that when selling to the public? Fair enough if you're doing a trade deal, but why on Earth would I, The Angry Man, want to know the plus VAT price? It's of no use to me what-so-bloody-ever. You might as well give me the cost price, your profit margins and let me work out the retail price for myself!

Could you imagine if everyone did this? “Your Happy Meal comes to £2.02 plus VAT, Sir.” It just doesn't happen, so why does it happen when buying car parts?

It's even worse online. You get to the checkout thinking you've found that web-based bargain, only for it to get 20 percent more expensive as you type in your credit card details. Yeah, nice one!

The Angry Man



Disclaimer: The opinions expressed herein are not necessarily those of Fast Car or the publisher. So fuck you :)

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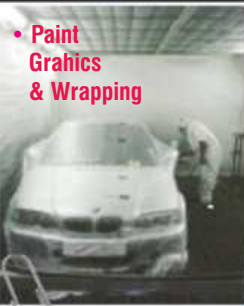
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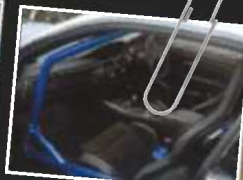
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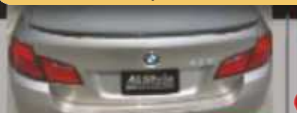
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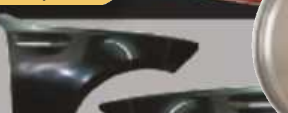


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Vented powerdome bonnet

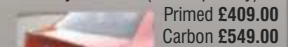
Primed £495.00 / Carbon £695.00

M-Look front wings complete with chrome trims and side indicators pair £795.00

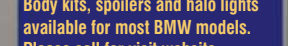
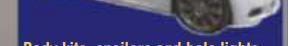
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IMMACULATE CONCEPTION

*IT TAKES MORE THAN A MODDING VIRGIN TO
CREATE SOMETHING THIS PURE*





“A build like this takes the restraint and knowledge of a Jedi modding master”



It's almost impossible to fathom just how immaculate this A3 is. It really has to be seen, and seen with your own eyes, to be believed.

The thing is though, here at *FC*, it's our job to show you the world's best motors exactly as they appear in real life. We use the finest photographers and art boys in the business to capture, in pain-staking detail, just how amazing these cars are and translate that onto the page. Every ride in *FC* should be as gob-smacking in the mag as it is on the street, no more, no less. That's how it works. It may sound simple, but in this case it's not.

Now, you might be thinking this particular German cruiser looks unbelievable and the shoot is stunning and, yeah, you'd be right. In fact, I'd go so far as to say it's one of my favourite shoots ever, but there's still one little problem. I've seen this Audi in real life, and it looks even better. That's something that doesn't happen very often.

So, when I say immaculate, I don't mean the Auto Trader description immaculate we're all used to. Here, you're not gonna take a closer look and discover a planet-sized dent in the side, a front driveshaft held on with Blu-Tack and a smell like an elderly male goat has cocked its leg in the boot. This car is simply hand-on-heart

flawless, exquisitely clean, irreproachably spick-and-span.

It's also the kind of project that can only be conceived by someone with a wealth of modifying experience. You just don't put a car like this together without knowing exactly what you're doing. There's a purity to it. Almost if it's somehow built on instinct. With many concepts it's all too easy to go nuts and spoil things by doing too much. A build like this takes the restraint and knowledge of some sort of Jedi modding master. It's about changing the stuff that matters and leaving everything else alone.

Of course, to get to this sort of level you have to pay your modifying dues first and the owner, Warwick French, has certainly done that. Despite only being in his early 20s he's been through plenty of crazy projects, everything from a Mk1 Focus that looked like it drove straight off the set of *The Fast And The Furious* to a 370bhp Fiesta ST. He even had a Transit Connect on chopped springs that sat so low he daredn't put anything in the back for fear of scraping up the cat's-eyes on the motorway.

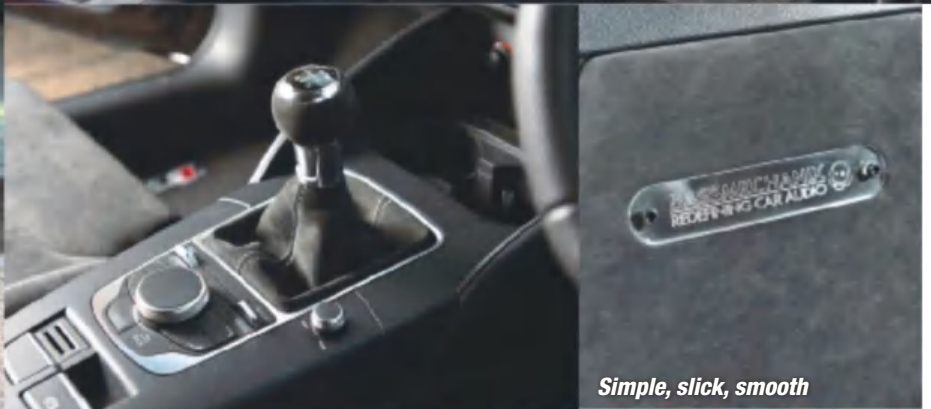
In other words, he's been there and done it. And no one can say that until modifying becomes more than a hobby, it has to become the reason you get up in the morning. That's not to say cars are the only



We feel sudden urge to sit down



Austerity measures



Simple, slick, smooth





obsession he's ever had. His first love was racing motocross, but after a drunk driver ended his pro career at 17, instead of moaning about it he had to find something new to channel his energy into.

Now that's pretty admirable for a start. I got hit by a car once at 14 and I still whinge about it now, nearly 20 years later, but that's not Warwick's way. He's just put his head down and got on with it, and what better way of doing that than creating a few masterpieces? It was like therapy in metal and it's been like that ever since.

So, with all that in mind, it may come as something of a surprise that buying a nearly-new, grown-up Audi A3 was actually his last ditch effort to kick the modding habit. After all the crazy cars he's owned he told himself enough is enough and bought one that he supposedly wouldn't "feel the need to modify or mess around with." Obviously that idea didn't last very long. About a month in fact.

It's just one of those things that normal people – and by normal I mean, non-gearheads – those who don't spend their lives scraping their knuckles and obsessing about suspension geometry, just can't understand. Some modifiers may well be a product of fashion and manage to break away from the scene after a few years. Others, like Warwick, simply have it in their blood. Once it's there, that's it. It's not going anywhere. Especially when you surround yourselves with friends with much the same

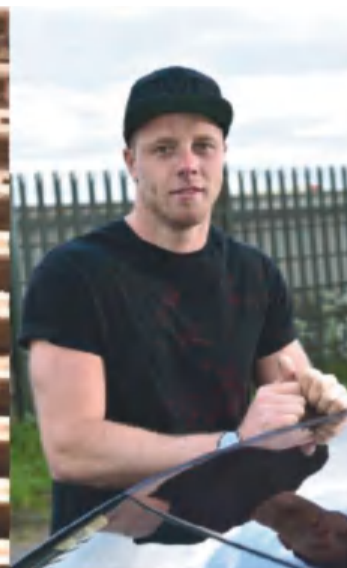
obsession. It'd be like an ex-alcoholic going to work in a brewery or the local Threshers. Sooner or later they'll be diving right back in. And who can blame them?

So here you are with your standard Audi. But your mate's got some spanking air ride on his – there's no way you're not having some of that. Too right you are. Then it's plain to see you'll be needing a crazy set of wheels to top it all off and, after doing a few summer shows, before you know it, you're

buying a set of RS 3 brakes, tearing apart your motor and starting again. Well, that's how it happened here anyway.

The need to get some professional help soon followed – and I'm not talking about a psychiatrist to break Warwick's obsession with his Audi. The professionals in question here were audio-installers extraordinaire Bassmechanix for a full-on boot build followed by a spot of trimming on some newly-purchased Recaros by Edge





WARWICK FRENCH

Hey fella, I hear all your mates call you Wardog?

"Yeah, it's just a childhood nickname that stuck."

That's weird, my mates call me War Horse.

"Yeah right. I suppose you're gonna say it's because you're hung like a stallion?"

Nah, I just liked the film mate.

"Oh yeah, actually I had heard you always cry at the end."

What bastard told you that? I'm gonna bloody kill Jules...

Wardog. Woof!



Automotive. Proper professionals, not charlatans blaming everything that's ever gone wrong in your life on your relationship with your mother, thank Christ.

Anyway, as I think I've made clear, the outcome is absolutely immaculate. In fact, no, it's more than that, this goes way beyond any sort of OCD induced vision of cleanliness. It's perfection – there's just no other word for it.

The OCD approach has seen Warwick develop an attention to the finer details that's, quite frankly, bordering on insane. With so many feature cars it's the big, expensive mods that make our jaws hit the floor, and while the stuff on this Audi like the air ride and huge Rotiforms are absolutely stunning, it's the little things that you might miss the first time around that really push this one to a new level of awesomeness.

Have a closer look, he's actually trimmed the seat subframes in Alcantara. And that's just one of 'em. I guess that really tells you everything you need to know. 📺



TECH SPEC: AUDI A3

EXTERIOR:

Rolled arches all round; de-badged smoothed boot lid; de-wipered rear window; black wrapped window surrounds; US-spec front grille.

CHASSIS:

9 and 10.5x19 Rotiform IND-T 3-piece wheels; Nankang tyres; Air Lift Performance struts and V2 management; 2x Slimline colour-coded air tanks; 2x Viair 380c compressors; Audi RS 3 colour-coded front brake callipers with 370mm discs.

INTERIOR AND AUDIO:

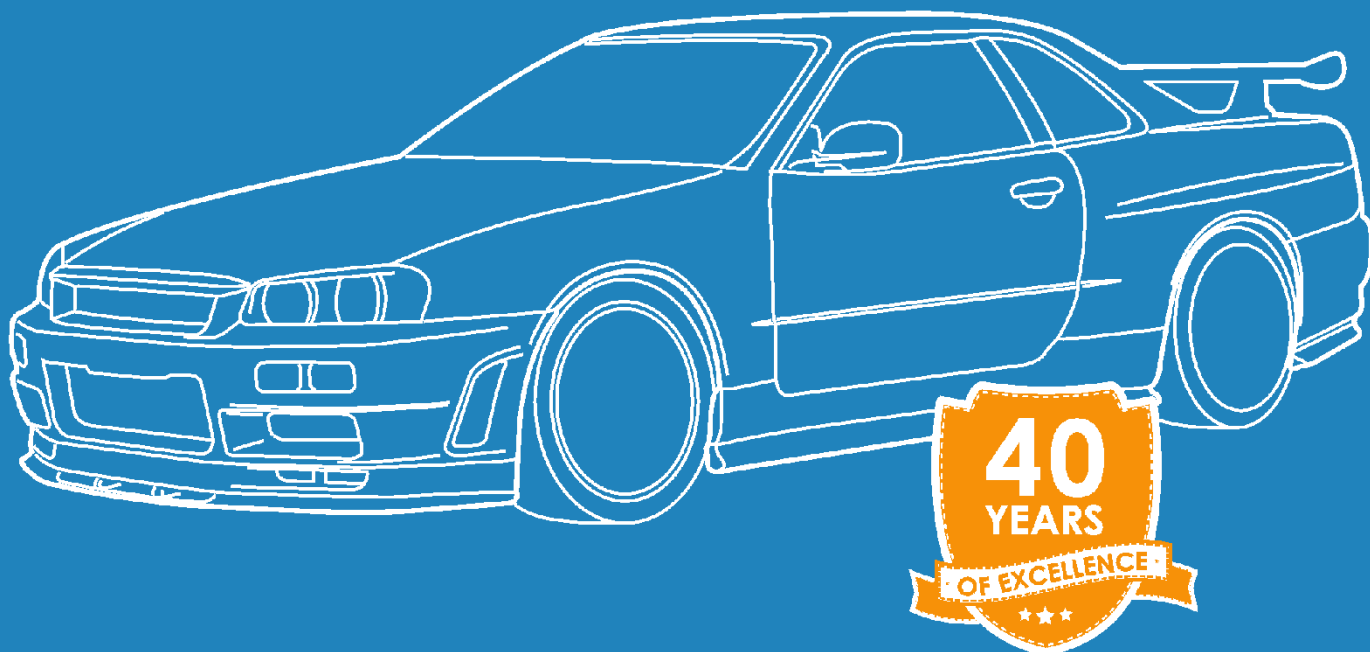
Recaro CS front seats retrimmed in Alcantara with diamond silver stitching; Alcantara trimmed gaiter; shifter; armrest; boot build and custom seat subframes; 3x Rockford Fosgate T1 subwoofers; 2x Rockford Fosgate amplifiers.

THANKS

Titch, my girlfriend, for putting up with me over Xmas while I spent every penny on the car; Montie from Bassmechanix; Steve from Edge Automotive; Justin from Autospray; Paul from Deluxe Detailing; Mike from Kleen Freaks; and all my friends who helped and got involved.



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“it's not
paint”



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3M™ Wrap Film Series 1080 examples above : ● Matte Dark Grey / ● Matte Copper Metallic / ● Matte Yellow / ● Matte Purple / ● Matte Apple Green /

● Matte Royal Purple / ● Matte Metallic Red / ● Matte Charcoal Metallic / ● Matte Yellow



TRAX

IT'S TRAX BUT NOT AS WE KNOW IT...

TRAX has always been the end of show season event. It's tradition. But because of some cock-up to do with men who wear leather, race bikes and polish their helmets, TRAXs had to be moved to July. This obviously caused a fair bit of upheaval at the time, but as the tyre dust settled over Silverstone and the aftersun was applied (you don't get that in September), it became apparent that the date change hadn't affected the show at all. It was a corker!

TRAX started as a club meeting over 20 years ago and has grown into one of the largest performance car events in the UK. But the core of the show is still very much based around the thousands of dedicated club cars that fill every inch of Silverstone's infield. The quality and variety on display is unrivalled and the incredible turnout featured everything from stripped-out track weapons to the very latest performance and tuned motors. So headline sponsor Adrian Flux, had a task on their hands to pick the Best Club Stand winner. In the end they chose a stand you just couldn't miss – The Electric Orange ST Owners' Club. Watching these cars convoy in and park up together was quite a sight.

New for 2015 was the Drift Trike Paddock, where show goers had the opportunity to get behind the handlebars of purpose-built 50cc drift tricycles. It was as entertaining watching the sideways action as it was for the dare devils taking part. But for those who take their drifting a little more seriously, the British Drift Championship put on three full-throttle, smoke-inducing demo sessions on the famous Silverstone circuit. The Brooklands, Luffield and Woodcote complex has never seen so much smoke as the cream of the BDC and their Super-Pro drivers battled it out for the packed grandstands to enjoy.

When the cars and drivers weren't in action, they could be found preparing for their next demo in the dedicated drift paddock, where the public could get up close and personal with these incredible machines and maybe grab a picture or an autograph of the most talented drift drivers in the UK right now.

Silverstone's famous circuit wasn't given any rest though. In between the full-throttle drift demos came the Toyo Tyres public track time, where a real mixture of driver abilities and machinery followed in many a racing driver's tyre marks as they took on the challenging corners of the National Circuit.



Leigh's CRX will be featured in an issue of FC real soon...



Whheeeeeee



John Cunningham's gorgeous Beetle put in an appearance





Hollie's MINI and Beau's A1 look good together



We can't wait to see Guy's Fiesta finished





Jay has nailed the fitment on his Scooby sitting on Cosmis rims



Haps Golf is always a show stopper



People couldn't take their eyes off Ben Daniels' SR20-powered Firenza

At the heart of the show, and returning for a second year, was our very own Car Culture Collection. The huge display brought together builds from every corner of car culture in a diverse 100-car strong line-up. Highlights included Ben Daniels' SR20-powered Firenza, Luke Gilbert's air-suspension equipped Lotus Elite, Mike Fisher's concours-spec Saxo, Guy Davis' stunning Fiesta and Adam Rikards' Mk7 Golf R. But all of the cars in the CCC were more than worthy of their space.

The vibe of the area was enhanced by live DJ sets, and performances from beatboxing band Duke. Our aim with the Car Culture Collection was to put on a display that summarises the huge variety and quality of car cultures that make the UK's modified scene amongst the best in the world. We might be a bit biased, but we believe we achieved this, and then some...





Continued



We love Lex's MINI



Adam Rikards' Golf R needs a full feature



Nice one, Mark!

SHOW AND SHINE

One of the most prestigious competitions on the modified show calendar is the TRAX Show and Shine. Twenty cars were hand-picked to take part in this year's display and the standard was higher than ever, making it a real challenge to judge.

In the end the panel decided that Mark Lampard's Audi TT should take home the coveted award for its all round package.

"The judges were looking for a mixture of aspects when judging the Show and Shine," said event manager Katherine Chappell. "Mark's TT was finished to a very high standard, was meticulously kept and had been extensively modified."

"We particularly liked the subtle touch of the carbon Audi R8 mirrors and the not-so-subtle pink D2 wheels on Mark's car."



See more of this on page 28



WINNER LIST:

Best Club Stand Electric Orange ST Owners' Club
Show and Shine Mark Lampard, Audi TT



SHOW: TRAX 2015



The track was busy all day



Keep an eye out for this in a future issue



Top BDC drifting demos



GO NEXT YEAR

The dates for next year's show weren't confirmed before we went to press, but the organisers are hoping to get them nailed in the next few months. It's unclear at the moment whether the show will remain in July or be moved back to its traditional date in September. So you don't miss out, keep your eyes on www.traxshows.co.uk.

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Ford Fiesta ST180	£448.01	£463.50	-	£455.52
Ford Focus ST225	£498.98	£441.00	£506.83	£430.56
Ford Focus ST250	£675.72	£620.10	-	-
Ford Focus RS	£682.54	£558.14	-	£742.56
Honda Civic Type-R	£619.73	£555.48	-	£402.71
Mini Cooper	£357.38	£330.90	-	£357.76
Mini Cooper S	£450.89	£467.71	-	-
Nissan 350Z	£898.51	£449.10	-	-
Renault Clio 182	£408.84	£369.00	-	£445.12
Renault Clio 197	£480.28	£427.50	-	£455.84
Seat Leon Cupra R	£415.14	£370.50	£370.50	£400.40
Subaru Impreza WRX/STI	£393.25	£415.14	£370.50	£400.40
Vauxhall Corsa VXR	£453.38	£380.70	£487.90	£556.40
Vauxhall Astra VXR	£415.88	£338.48	-	£358.80
Vauxhall Astra VXR Mk5	£356.21	£629.10	£763.58	£689.52
VW Golf Mk5 2.0T GTI	£450.14	£449.10	£403.18	£393.12
VW Golf Mk6 2.0T GTI	£581.40	£596.70	£475.50	-
VW Golf Mk7 2.0T GTI	£890.77	£674.10	£542.37	-



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						£30.78 £66.00 £60.19	£44.12 £66.15 £79.29



TOYO	YOKOHAMA	YOKOHAMA	FALKEN	FALKEN	POPULAR SIZES	Toyo T-1R	Yokohama Parada Spec 2
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						£30.78 £66.00 £60.19	£44.12 £66.15 £79.29

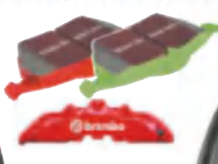
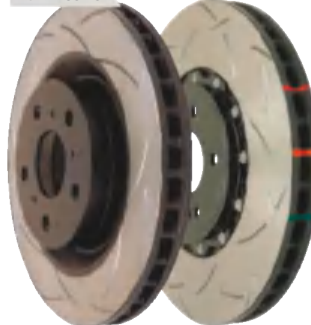
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Honda Civic Type-R	£276.00	£94.80	£232.43	£82.24
Mini Cooper	£238.80	£106.80	£154.08	£55.40
Mitsubishi Evo VII/VIII	£294.00	£118.80	£310.75	£122.69
Nissan 350Z	£276.00	£106.80	£211.96	£80.88
Renault Clio 182	£210.00	£69.60	£49.58	£27.65
Renault Clio 197	£262.80	£142.80	£193.08	£89.95
Seat Leon Cupra R	£288.00	£104.40	£225.65	£109.33
Subaru Impreza WRX/STI	£294.00	£118.80	£326.41	£122.69
Vauxhall Corsa VXR	£258.00	£78.00	£180.19	£61.55
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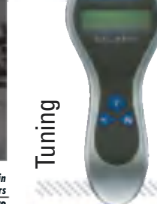


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Ford Focus RS 08-on	£211.20	-	-	£165.00	£645.00	-	£1052.00	£1025.99	-
Honda Civic Type-R EP3	£170.88	£164.99	£629.99	£165.00	£645.00	£500.00	£1052.00	£974.69	-
Mini Cooper S 07-on	£170.88	£139.99	-	£165.00	£645.00	£462.00	£964.00	£902.87	£875.32
Mitsubishi Evo VII/VIII	£247.68	£205.00	-	£200.00	£645.00	-	£950.00	£1025.99	£1236.16
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Renault Clio 182	£166.08	£134.99	£719.99	-	£545.00	-	£876.00	-	£772.22
Seat Leon Cupra R	£166.08	£145.00	£562.46	£165.00	£645.00	-	£920.00	£758.09	£823.78
Vauxhall Astra VXR Mk5	£159.36	-	-	£165.00	£645.00	-	£920.00	£758.09	£823.78
VW Golf Mk5 R32	£154.56	-	-	£165.00	£645.00	£445.00	£954.17	-	-
VW Golf Mk6 GTI	£149.99	£607.50	-	£165.00	£645.00	-	£920.00	£758.09	£1478.04
VW Golf Mk7 GTI	£182.40	-	-	£165.00	£645.00	-	£950.00	£941.63	-

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CIVIC DUTY

THIS CIVIC MIGHT WELL OFFER THE PERFECT BLEND OF STYLE AND PERFORMANCE, TOPPED OFF WITH PERFECT PAINT AND ONE HELL OF AN ENGINE NOTE!



Very few cars command quite as much respect and adoration from their fans as the Honda Civic Type R. That last letter. A single, seemingly insignificant little letter. Makes all the difference. It's what lifts an otherwise so-so, utterly worthy yet utterly dull hatchback, and turns it into one of the

finest hot hatches to ever emerge from the land of the rising sun. (Well, that and a comprehensively re-worked chassis and a certain manic VTEC motor).

Of course, we've long known about the charms of the Type R range. Indeed the UK fell for these cars and fell for them in a big way. So much so that Honda took the

plunge and had them all built right here in Blighty! This all adds up to a potent mix. A well balanced, affordable car with a wealth of tuning options and, perhaps even more importantly, a rabidly passionate following.

Of course, while all Civic Type Rs are created equal, that doesn't necessarily mean to say they have to stay that way.

HOT RIDE: HONDA CIVIC TYPE R EP3

Looks a bit all white



In fact in the case of the EP3 it's probably easier to track down highly modified examples than a standard one. The car is just that popular in the tuning community. Karl Green is the owner of the example you see before you. Like many of us, he'd always had a soft spot for Honda's rabid early noughties hatch.

"I'm a huge fan of both the EP3 Type R and the British Touring Car Championship. So you could say I was always destined to have one of these cars at some point,"

chuckles Karl. "This car was actually gloss black with tinted windows when I first bought it and I pretty much jumped in and started making changes right away."

Now the Type R's intrinsically hardcore and focussed nature dictates that most modified examples tend to draw inspiration from track cars – and there's certainly a strong argument for doing just that – all the building blocks for a great track car are already in place. You just need to bring them to the fore.

Karl opted to pursue a different route though, deciding instead to concentrate on nailing the car's stance, even if that came at the expense of pin-point handling and on-track poise. Coilovers and wheels duly followed and it wasn't long before the postman was struggling up Karl's road with an impressive collection of JDM goodies.

"The first wave of modifications included coilovers, Rota Grids and a Mugen spoiler and splitter," he says. "The Grids were OK, but they weren't exactly filling the arches,





Oh hi VTEC...



“It’s not a colour scheme that will appeal to all – but that’s the point”



KARL GREEN

So, why did you want a Civic in the first place?

"I've always loved how this generation of Civic looks, especially in Type R guise. Plus I thought it was a car I could stamp my personality onto."

Do you have any idea how the car will look next year?

"I want to mix it up and make my car really stand out, probably by mixing more track modifications with show-style changes."



Karl swapped springs for bags

hence the swap to 9x17in Grid Drifts shortly afterwards."

The trouble was that Rota Grids are almost exactly as common at shows as the Civic EP3 itself, so within months Karl was casting around for something a little different and out of the ordinary.

A comprehensive search eventually turned up the alloys that presently grace the car, two-piece Rial F1s that've since been treated to a coat of custom flip paint (more on that in a moment).

It wasn't long after this that Karl decided that if he was truly committed to nailing his Civic's stance he'd better go the whole hog and swap his springs for bags. Something that truly has lifted the whole car to another level and makes it stand out amongst pretty much any other Civic you care to name.

Standing out is something this particular Type R is very good at, and that's probably down to both the aforementioned suspension and wheels, plus the uncompromising flip paint that can be found

on the roof, spoiler, wheels and engine bay. We're not even going to pretend that it's a colour scheme that will appeal to everyone – but that's the point. Either way, it's hard to deny that what Karl's done works really well with the otherwise restrained exterior. He had the whole car resprayed in gloss white, a massive change and certainly a brave move on a car that otherwise looks aggressive, bold and slightly brash. But we think it really looks great, the perfect foil to all that flip paint.

With all these exterior tweaks and stance orientated upgrades you could be forgiven for assuming this is purely a show car, built solely for looks and with little in the way of performance. Think that at your peril though, as this Civic is still a surprisingly potent little car and more than capable of showing a clean pair of heels to pretty much any other hot hatch while on track. It's every bit at home cutting apexes as it is laying frame. Karl's made sure to spend just as much time



HOT RIDE: HONDA CIVIC TYPE R EP3

*That view is enough
to give anyone a lift*




overhauling the VTEC engine, surely the EP3 Civic's trademark feature, fitting a host of exotic performance upgrades and go faster goodies. Old school, naturally aspirated tuning is very much the order of the day, and a peek into the bay will reveal a four-branch exhaust manifold leading to a cat-back system, a replica Spoon back box, a ported inlet manifold and a K&N induction system. All of which helps make this a supremely capable little hatch.

So, what does the future hold for Karl and his Civic? Well we're glad to announce that he certainly has no intention of selling it on and moving on, perish the thought. And he

instead plans to spend more time and money optimising its track setup.

In practice that means going to town on the interior and ripping out most of the factory fixtures and fittings. Karl plans on replacing them with bucket seats, multi-point harnesses, a flocked dash and a roll cage. Though he also admits that a false floor and a BTCC-style wing are also both under consideration.

All of this means this Civic is in very safe hands indeed, and that Karl will continue to blend stance and track modifications in an attempt to build an EP3 that appeals to pretty much everyone and anyone. 

TECH SPEC: CIVIC TYPE R

STYLING:

EP3 Civic Type R in Frozen white; fully smoothed front bumper; Mugen splitter and adjustable rear wing with custom tilt brackets; imported Japanese plates; roof; spoiler; wheels and engine bay all painted in custom flip paint; gloss black front grilles.

TUNING:

K20 2.0 VTEC with four-branch exhaust manifold; Toyosport system and replica Spoon N1 back box; ported inlet manifold; K&N Typhoon induction kit; fully polished rocker cover; inlet manifold; alternator; pulleys; mounts and gearbox; re-located battery; semi-wire tucked; white silicone hoses all round; 2x custom slim line fans; purple oil cap; carbon covers.

CHASSIS:

8.5x17in Rial F1 two-piece split rims; 20mm spacers; Nankang 205/40x17 tyres; full air suspension setup with D2 struts and four way adjustable V2 digital management; Skunk 2 rear camber arms; Eibach front camber bolts; fabricated rear arms.

INTERIOR:

Factory grey/black suede Type R interior; boot install with white tank and custom hardlines.

THANKS:

Jamie Winter @ UnitSixteen for the air install; Carl Blakeley for the polishing; Paul Marshall for removing & refitting the engine; Andy & Reg at Meridian Coachworks; Modified Addicts & Fitment Junkies; my Girlfriend Rachel, Mum & Dad for putting up with me; Jamie Hutton and Adam Marshall.





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Sometimes in life you've got to make a brave move to get noticed. Take Ben Henderson's wicked slammed Fezzy for example. Some lads wouldn't dream of rocking around in a bright pink motor. But not our mate Ben! He sticks two fingers up at the norm and does what

he wants to make his Fiesta the talk of the town!

After a fateful trip to a local Ford dealership with his dad, Ben returned home with a mint Mk7 Zetec S. With only 3,000 miles on the clock and one previous owner, he was laughing. The best news of all though was that the previous owner had

worked at Ford, so the car was in absolutely tip top nick. Winner!

Ever since Ben spotted a decked out Mk6 he had been making plans for his own motor. Now it was time to put them all into action. Things started off nice and simple. The grilles, surrounds and rear diffuser were all removed and given a fresh lick of gloss black paint. Simple and effective.

A set of rims were added and the car dropped on lowering springs, pretty standard stuff for any motor these days. It wasn't for a while that things got really juicy though!

Ben booked in with Joe Ninety Bodyworks for some serious slammage. A six-way hydraulic suspension kit has been fitted to the car along with a wireless control box. At the same time all four arches were pulled and flared so Ben could swap the rims out. And swap them out he did!

No one seems to know the name of the killer hoops he's running, so if you've got any idea, put your answers on a postcard and send them in!

After trawling through Wheel Whores, Ben spotted these for sale in the romantic city of Rome. After much negotiation a deal was struck. A few weeks later and the wheels arrived on UK soil, safe and sound. The wheels are a three-piece design with gold



Open wide for a thorough examination



The wheels have come all the way from Rome

JD Wraps

We've featured a few motors that the lads at JD have worked on and it's fair to say they're one of the best in the business. There are plenty of wrapping companies about these days, but be warned – they aren't all great. JD are though, so be sure to check them out on Facebook if you want your own car sorted out.



All four arches were pulled and flared

HOT RIDE: FIESTA ZETEC S

Real pridy in pink



hardware and weigh in at a respectable 7x17-inch and 7.5x17. He's wrapped them in 165/45 and 185/35 Nankangs and stuffed them up into the arches.

The car was then shipped off to a local wrapping firm who did their best to wrap his motor light blue. They royally fudged it up though and after four trips back to get the work rectified he had the right hump!

Lucky for us though, someone was looking out for old Benny boy and he landed himself a job at JD Wraps. JD have had their mitts all over some of the best looking

motors we've seen, so this time Ben knew it was in safe hands.

The crappy old wrap was removed and replaced with this epic looking Fierce Fuchsia pink. A Triple R front splitter and matching side skirt extensions went on too.

Ben turned his attention to the Ford's interior. The rear seats have been removed and replaced with a false floor that now houses a custom purple hydraulic ram box with frozen white rams. The floor itself has been trimmed in black-diamond pattern leather that gives it a proper posh vibe. Up



We all like a bit of posh



The rear floor boasts black-diamond pattern leather



BEN HENDERSON

Alright mate, any funny stories about the car?

"I dropped the front end at 70mph because I sat on the controller."

Blimey, bet that was a bit of a brown trouser moment.

"Sure was, took a bit of repair work too."

Ah well, looks epic now. Good work, fella!



STYLING:

Full 3M Fierce Fuchsia wrap by JD Wraps/Joyce Design; Gloss black plastics; Triple R composite front splitter with matching skirt extensions; Team Heko wind deflectors; pulled and flared arches all round.

CHASSIS:

Joe Ninety Bodyworks 6-way manual hydraulics; wireless control; unknown custom centre-less staggered 7x17in ET12 and 7.5x17in ET12 3pc wheels; Gold hardware; Nankang AS1 tyres.

INTERIOR:

Sparco R100 leather reclining seats; 3M Fierce Fuchsia wrapped centre console; stripped out rear with false floor trimmed in black diamond patterned leather; custom hydraulic ram box with frozen white rams; metallic purple ram box.

AUDIO:

Standard headunit with AUX/USB CD; JBL twin 12in 2,000W subwoofers.

TUNING:

K&N 57i induction kit; JS performance hose kit; custom purple Auto Specialist cam cover.

THANKS

My work colleagues at JD Wraps/Joyce Design for pushing back a busy schedule to get my car wrapped in time for show season; Joe Ninety Bodyworks for installing the hydraulics and doing my bodywork; all my family and friends who've helped me throughout the build; and most of all my supportive girlfriend Charlotte for all her help and hard work on the car.

front standard seats have been replaced with Sparco R100 leather reclining numbers and the centre console wrapped in the same vinyl as the exterior.

Not being afraid to be different, Ben has built himself an awesome motor that stands out from the crowds. Decked out on its mental wheels this motor is a true show stopper and for that, we love it! ■



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ALL THE LATEST GEAR FROM TRAX

As you can see from the monster show report over on page 20, we had a wicked time at TRAX. In fact, the only trouble we had was fitting it all into one gloriously sunny Sunday. Half the fun for us, and we're sure for plenty of you lot too, was perusing the ram-packed trade village where the cream of the UK industry were out in force showing off all their latest gear. So, with that in mind, we thought it only wise to dedicate this month's product pages to showing you as many of our favourite bits and pieces as humanly possible.

Normal service will be resumed next month folks, but in the meantime, just check out this lot...



AEM WATER/METHANOL INJECTION, FROM £340

The guys at BTN Performance had some serious race-ready trinkets for blown motors on display, including this exclusive, all-in-one, meth-injection kit from American electronics giant AEM.

The idea of misting a water and methanol mix into your engine to reduce inlet temperatures and suppress the chance of an arse-clenching meltdown. It is proven

technology that has been used in race cars for years. What's new with these kits, though, is that they now feature ridiculously clever controllers that come with a host of advanced features covering a multitude of applications and boost settings.

Being infinitely controllable basically means you can safely increase boost and

advance ignition timing on your engine (without the need for high-octane race fuels) for up to a whopping 20 percent power increase. Huge, but most importantly safe, gains of this calibre are a rare and beautiful thing.

Top marks to BTN Performance for bringing these over to the UK!

www.btnperformance.com

MEGUIAR'S AIR RE-FRESHER, £10

We're absolutely loving this little can of magical stuff from detailing legends Meguiar's. Because anything that can get rid of all those nasty niffs from your whole car (not just the seats and floor mats) has to be something of a cleaning essential.

The idea is simple. You just stick your interior fan on full, lock the can so it sprays its odour-eliminating sweetness into the cabin and leave it to go to work for 15 minutes or so. What it does is penetrate everything from the carpets to the headlining, permanently removing even the harshest ground-in wet dog, crusty kebab and Benson & Hedges aroma. For a general interior spruce up it's superb. If you've just listed your motor on eBay as 'no pets' and 'no smoking', it's even better. Just think, no one will ever know!

www.meguiars.co.uk



JAPSPPEED CIVIC EP2 MANIFOLD, £129

The boys at Team Japspeed getting their arses out on Silverstone's famous circuit has always been a TRAX highlight. But, drifting aside, they certainly had some top-notch, bargain products too. This new, 4-1 tubular manifold is guaranteed to get the gas flow up on your EP2 Civic for a healthy dose of increased horsepower and throttle response.

How much for all this stainless steel, TIG-welded goodness, I hear you cry? Not much actually, especially as it includes all the gaskets and delivery straight to your door mat. Lovely job.

www.japspeed.co.uk



AUTO FINESSE GLISTEN SPRAY WAX, £12

Not got time for all that waxing when there's a massive event to look around? Like many at TRAX you'll be wanting some of this stuff then.

Designed to take out all the effort from shining your motor while making it a super-speedy job, it's a delight both for speed-detailing freaks and all-round lazy bastards like us. In fact, we liked the idea of this one so much, we picked up a couple of bottles to test out on the Japfest Scooby. Check out page 50 to see how we got on.

www.autofinesse.co.uk



SLAMMEDUK SHIELD HOODIE, £35

Just because the sun is beating down doesn't mean you shouldn't show your support and wear your SlammedUK hoodie with pride right? Nope and this premium 'Shield' jobbie is definitely one of the coolest we've seen to date. Take our advice. All you scene junkies better get online sharpish and bag yours before they've sold out.

Once they're gone, they're gone, people.

www.slammeduk.co.uk





ZILLA VINTAGE SUNNIES, £17

The guys at Zilla may be well known for their mental Japanese T-apparel, stickers and air-fresheners but, with the weather so 'clement' at TRAX, they definitely shifted a few of these awesome vintage sunnies too. Packing polarised lenses and rosewood arms, each pair is totally unique, making them about as cool as it gets. Gok Wan would fight Floyd Mayweather for a set of these puppies. Probably.

www.zillalife.com



SAMCO SPORT LEVORG TURBO HOSES, £85

The supreme masters of silicone always put in a popular appearance at TRAX and they always have a shed-load of new fitments on offer; along with some seriously weird and wonderful random stuff. Just to prove the point, how bonkers is this one? A three-hose turbo kit for the brand new 2015 Subaru Levorg. Yep, that's the mentalist Scooby Estate thingy that no one's ever seen on the road yet.

It just goes to show, if Samco don't make hoses to fit your motor, no one will!

www.samcosport.com

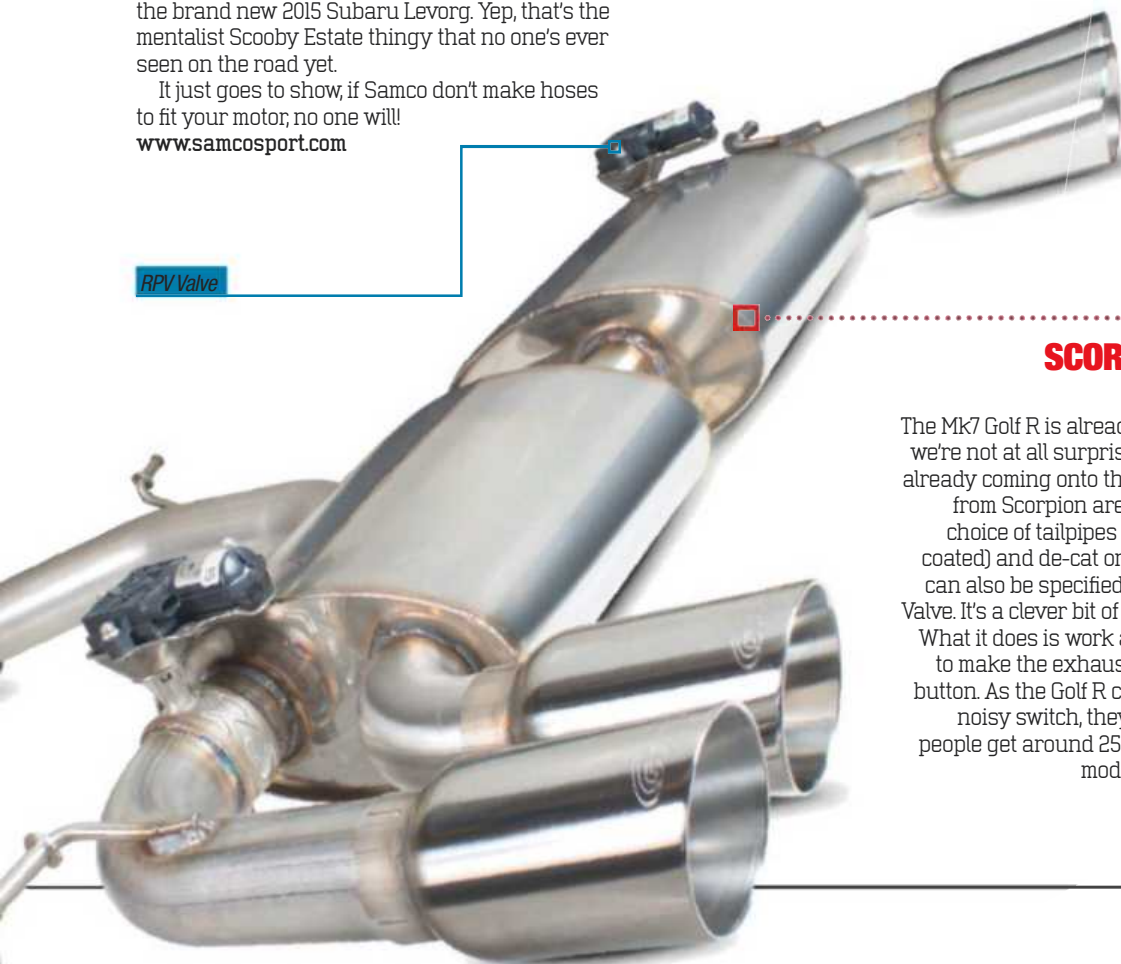
POWER MAXED TRAFFIC FILM REMOVER, FROM £8 (1 LITRE READY MIXED)

This industrial-strength spray-on pre-wash from Power Maxed has proven popular this season. It's not only devastatingly effective, it's also so damn easy to use.

Safe to apply to every part of your car's exterior, including the glass, rubber and wheels, it makes short work of tar, bugs and other hardcore road grime and also does a great job of degreasing parts too.

Don't ask us what's in the stuff, but it certainly works. Just spray it on, wait a bit, rinse it off and, er... that's about it. The results speak for themselves.

www.powermaxed.com



RPV Valve

SCORPION GOLF R EXHAUST, From £899

The Mk7 Golf R is already becoming a tuning favourite and we're not at all surprised, with amazing products like this already coming onto the market. The new exhaust options from Scorpion are immense. Not only is there a sweet choice of tailpipes (in either polished or black ceramic coated) and de-cat or sports-cat options, but this system can also be specified with Scorpion's all-new Red Power Valve. It's a clever bit of tech that's been big news this year. What it does is work alongside the car's OEM Sport mode to make the exhaust louder or quieter at the touch of a button. As the Golf R comes equipped with that particular noisy switch, they can fit the RPV. Simple. We've seen people get around 25bhp from this system, with no other mods. You just can't argue with science!

www.scorpion-exhausts.com

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DODO JUICE FUTURE ARMOUR, From £4 (100ml)

This one's so new that the product on offer at the show was actually a selection of pre-production samples. Don't worry though, by the time you read this in August they'll have a shed load on the shelf. And that's a good job because Future Armour is a proper 31st century LSP and you'll definitely want to try it for yourself.

This wax substitute is a new-age sealant packed full of nano-technology that can be used either on wet panels or dry paintwork - for supreme protection, serious beading and sheeting like no other. Great price too. Love it!

www.dodojuice.com



EIBACH FOCUS ST250 CHASSIS SOLUTIONS, From £23 (camber bolts)

The new facelift Focus ST250 has barely hit the streets but already the engineering team at Eibach has stormed the market with a whole range of uprated chassis bits. With products ranging from their famous Pro-Kit springs and ARBs to adjustable rear arms and camber bolts, there's just no excuse for keeping your brand-new Blue Oval stock. Supreme handling is but a few mods away dear reader. They certainly work fast, ze Germans, eh?

www.eibach.com



CORBEAU SPORTLINE RSS, £2100 (pair)

New seat designs come along about as often as ice ages and lottery wins, so this Sportline RSS job from Corbeau is a massive deal, especially as it's their new flagship model.

Making its worldwide debut at the show, in a variety of stunning colour options, this super-plush recliner definitely looks the business and, being from one of the world experts in premium arse-parking goodness, it's engineered to perform impeccably when you're giving it a proper boot-full on the B roads. We just can't think of a more handsome place to park our jacksie, can you?

www.corbeau-seats.com

DON'T FORGET THE TUNES!



VIBE CVEN 12-INCH WOOFER, £225

As usual the bods from VIBE Audio laid on a unique eardrum destroying display at TRAX, including their famous Bass Tunnel Lorry and a whole load of bass-heavy demo cars. As for the top products on display though, one exciting new edition to their range is this brand-spanking CVEN 12-incher. Info is limited at the time of writing (we'll bring you a full-on review when we've got our mitts on one), but there's no denying it's a properly mental bit of kit.

The key to its undeniable awesomeness is that it's a bona fide, reference-quality subwoofer. But it'll also handle some serious SPL levels too - over 2,100watts of power to be exact.

We've heard it in action and we can confirm the sound quality is not only amazing but you can still crank it up loud. Really fookin' loud. Only serious amplifiers need apply with this one.

www.vibeaudio.co.uk

fresh kit **TRAX** special



Auto Finesse Glisten Spray Wax

It's 7am. You're just setting up at a show. The last thing you want to be doing is sweating away buffing off wax residue, right? So what do you do?

There are many products on the market that claim to make life easy in the show and shine department. Some are great. Others are, well, a bit shit. Traditionally hard waxes are good for protection, but require serious effort. Quick detailers are just the job for light cleaning, but don't offer any great

protection. So, come show time, you're probably looking to break out the spray wax. The trouble is spray waxes can be a bit hit and miss.

Just to make a wax mist effectively takes some serious engineering, and that's why plenty simply don't work that well. At the most, many are designed to be merely a 'booster wax', to help keep the performance of a previously applied hard wax or sealant.

So what's different about this new-for-2105 Glisten? Auto Finesse claim that, although it makes an exceedingly good booster, it can also be used as an insanely quick stand-alone product. They also say it's about the easiest to use spray out there. That's got to be worth a look.

PRICE: £11.95 (500ML)
www.autofinesse.co.uk



Tested

For a spray-on wax that's packed with protective polymers it smells unusually good when you crack it open, and that's something Auto Finesse always do very well. These polymers, along with the rest of the formula, are what help it go on as a liquid rather than a more conventional hard-paste. They also make this product suitable for use on both matt paint and vinyl wraps, which is a rarity to say the least.

Most hard waxes come in small tubs of 250ml or less and start at around 30 quid. Here you get 500ml of a premium product for under £12, so you may be thinking you have to use half a bottle each time to get the desired effect. You don't.

The key thing to remember is, a little goes along way. Plenty make the mistake of whacking on loads with this kind of product. Essentially all they're doing is wiping most of the wax, along with their hard-earned cash, off into the microfiber. With Glisten, a light mist will do, followed by a quick wipe to spread it around. A light buff and, er, that's about it.

All those polymers certainly make life easy. The first thing you notice is that there's hardly any residue and the buffing-off requires next-to no elbow grease. I like that, a lot. What's more, this product can be layered, which is equally unusual for any spray-based formula.

Midge's verdict

The fact of the matter is this stuff has the performance to put the majority of brands to shame. That's a crucial point too, because being quick and easy to use is one thing, but it's all for nothing if you don't get the end result you desire. There's no such problem here. With hardly any effort you'll achieve super-smooth, slick paint with crisp bright reflections, a deep rich gloss and some serious water beading. Try it for yourself and you'll see it makes the paint feel like glass, which isn't an easy trick to pull off without putting in serious effort. I'm not saying it's a miracle in a bottle – but it's pretty damn close.

So is it as quick as they say too? Not half. In fact, this was officially the shortest product test I've ever done – it took longer to write this little box than wax the whole car, which is exactly what you want from this kind of product.

Value wise it's right up there, too. The standard 500ml bottle should last you up to 20 washes on an average sized car – if you don't get at least 10 you're using way too much. Protection wise Auto Finesse say you'll get 3-6 weeks, which is perfect if you clean your car on the regular. While it's true there are hard waxes and sealants that last longer, they require loads more application effort, and that kind of defeats the object.

In a nutshell: Easy, quick and effective. Love it!



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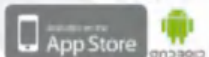
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Connectivity is one of those audio buzzwords that gives manufacturers, not to mention annoying journalists like myself, some interesting 21st century tech to bang on about. That's doesn't mean it's not relevant though. Nowadays most of us keep our entire music library on our phone, so it's a natural progression that we want access to all those downloaded files in our cars. Times have certainly changed and there's no denying the prospect of choosing

from an infinite number of songs is much better than listening to that same CD over and over again because we can't be arsed to change it.

Many of the latest headunits do connectivity very well, but it comes with the trade-off that the top items, with all their Bluetooth streaming and funky processing, can be a fair few quid. And that's fine if you're an audio nut with plenty of cash to splash. But what if you just want to listen to

your music library as easily and as cost-effectively as possible? This product from JL Audio could be the answer.

The truth is, as soon as I saw these launched a couple of months ago, I couldn't wait to get my hands on one to see if it's really as good as it looks. So let's find out...

PRICE: £44.99
www.jlaudio.co.uk

In the box

To be honest, you don't get a whole load of added kit, but I guess that's the beauty of this product – it's ridiculously simple. As it's designed to be tucked away behind your dash (or anywhere else for that matter), it's also very small. But you're definitely bagging a whole load of tech for your money.

The idea is genius. The MBT-RX does one job and that's streaming your music to your headunit auxiliary input or directly to any amplifier RCA input. Once connected and paired to a compatible Bluetooth device, you have instant access to every one of your music files.

What's really cool, too, is the price. This one comes in cheaper than even the most nasty, unbranded, budget headunit. In short, if you already like your stereo and just want an added streaming option, it's easy and thoroughly wallet-friendly.



Midge's verdict:

A great product for the modern era

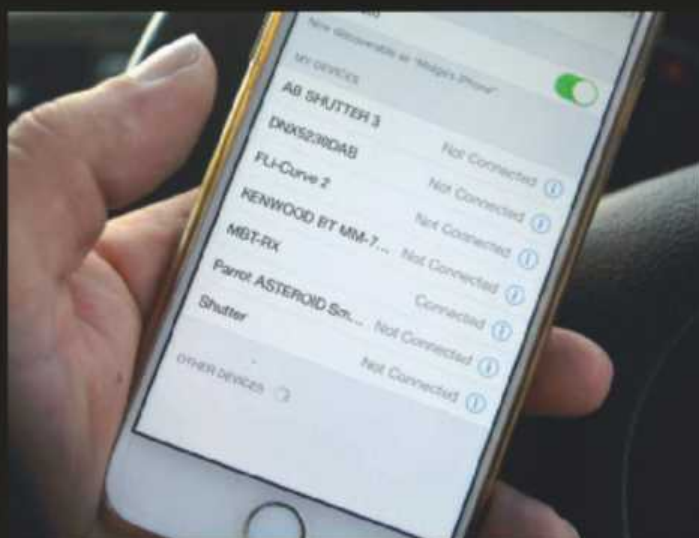
This really is a cutting-edge box of tricks conceived with both 21st century and retro motoring in mind. Many modern cars still don't have streaming capability, but they do have standard headunits that are a right bastard to change. On the flipside, many old skool purists don't particularly want their 'period' interior ruined by the latest aftermarket double-DIN, but would still like to listen to the music on their mobile. This product is perfect for both.

One thing I find extremely clever is that you don't even need a headunit in the first place. This can feed an amplifier directly utilising the original volume and track controls on your device. That and the fact it's super easy to hide could prove invaluable if you're going for a stripped-out race look, especially with all the tiny amplifiers and lightweight speakers on the market.

Fitting wise, it's dead easy. The black wire is a ground, the red goes to a switchable live (like the one that powers your headunit) and the plugs, well, they just plug in.

Setting up is just as easy. Just switch on, pair with your device and it'll auto-reconnect from then on – this one really is fit and forget.

I'm thinking, at under 45 quid a pop, they'll be knocking these out by the lorry load. And rightly so.



Star Source

Alpine

iLX-700

£445 (best price)



SOFTWARE

So what is CarPlay? It's basically Apple's very own interface, based on their intuitive iOS software, and it's designed to put everything on your phone right up there on the big screen. Billed as a smarter and safer way of using your iPhone in the car, once you plug in your mobile you can scroll through your music library, make calls and send messages all from the headunit.

What's remarkable is that it also utilises Siri for voice control enabling commands like 'find the nearest McDonald's' and 'play the Cheeky Girls'. It can also read and dictate your text messages without you ever having to take your eyes off the road and will use your phone's Maps app to give you a built-in satnav. In other words, it's total integration for your iPhone.

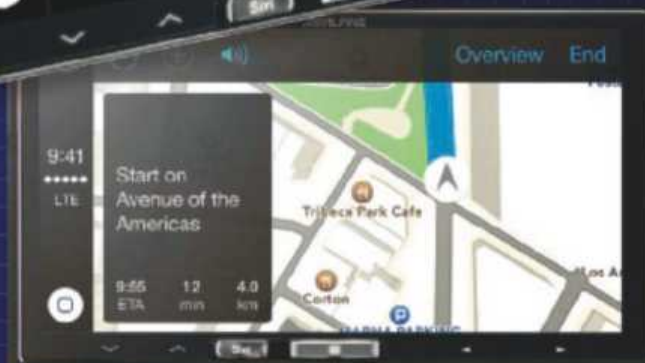
CarPlay is compatible with iPhone 5 onwards (with the latest iOS) and a whole load of apps including Spotify and internet radio.

To get the full lowdown check out www.apple.com/uk/ios/carplay

So you've got the iPod, Pad and Phone trio, there's a MacBook in your bag, Apple TV at home and an Apple Watch on your wrist. You already know more than the bloke in the Genius Bar, so you're well aware of Apple CarPlay and how it'll soon be rolling out as an option on new cars from just about every manufacturer from Alfa Romeo to Volvo. The trouble is, as

much as you are a fan of the fruitiest of computer brands, you don't really want to shell out for a whole new motor (you spent enough on that watch).

So how can you get CarPlay in your pride and joy? Well, here's the first aftermarket headunit designed exclusively for the job. God bless you Alpine!

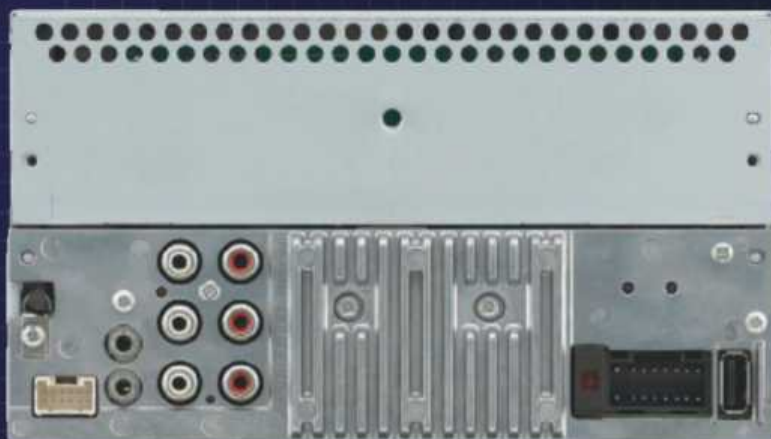


DESIGN

This one's a stunner. There's just no other word for it. With its 'edge-to-edge glass' seven-inch touchscreen (supporting all the usual drag, flick and swipe features) and beautifully clean lines, anyone would think it was actually designed by Apple themselves. Although I'm sure they had more than a little input.

What's also nice to see is a dedicated Siri 'hard button' (one that's not part of the touchscreen), designed to give the reassuring 'click' regular Siri users have become accustomed to.

There's a few morsels of exclusively Alpine tech in there too. The iLX-700 can support standard features like climate control and parking sensors, which could be lost on newer cars when you remove the factory headunit. It'll also run Alpine's excellent Tunelt app – a must for all audiophiles.




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S CHEVY TAHOE



KARL GREEN'S TYPE R

photo: Chris Wallbank





The Original Groovers

Stunt driver and Tarox founder Gianni Taroni set about revolutionising the braking game as far back as the mid 70s. After developing F1 world championship winning brakes for Keke Rosberg, attentions turned to the road car market. In 83 Tarox manufactured the world's first ever grooved brake disc, which has since been developed into the range of styles that we offer today.

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**STEVE MEADE'S
ROCKING ROCKFORD
TAHOE IS THE MOST
FAMOUS AUDIO
SYSTEM ON WHEELS
ON THE PLANET – 181
MILLION HITS AND
COUNTING....**

Hardcore bass heads know his name. Yet Steve Meade was stoked when we sent top snapper Connor Surdi through the sky to photograph the install that changed his life and made him a bigger YouTuber than Top Gear – for years. (He's still in the YouTube global top 10, on his own, with no production company.)

I met him two CESes ago and at last nailed him with an interview on camera about the legend that is The Most Famous Car Audio System The World Will Ever See. Nothing will ever catch up with this...





AUDIO

A Pioneer headunit acts as an extra source but an Apple Mac mini with a 10.2 inch touchscreen is the main music provider. Steve uses a fibre optic TosLink Digital feed to stuff sounds into the Rockford Fosgate 360.3 processor. This has been out for around a year and offers a 31-band EQ for every speaker in the car as well as full digital signal processing (DSP). To start with the bass, the Tahoe has 30 speakers. Four 18in SMD Ascendant Audio V1 subwoofers, which were about to be changed to the V2 when we interviewed him. Then there's the mids and highs. All by Rockford Fosgate, 12 tweeters, 10 6.5-inch midranges and a couple of four-inch midranges and then a couple of eight inchers, all divided up between the front doors. One set of comps is in the rear doors, another set live in Q-Logic kick-panel pods. And 11 Rockford Fosgate power amplifiers create 30,000 watts.

The Legend In Their Own Time monsters are the suitcase-sized pair of Rockford Fosgate T2500-1bdCP power amplifiers used PER WOOFER! That's EIGHT monstrous amps to drive four dustbin-lids of hellacious-bass. These

are rated at, yes, 2.5KW each and the CP means Constant Power, so Steve has a true 20Kw of solid bass. Always.

Meade-san has a Rockford-Fosgate T1000.4 running all the 6.5s. An old one with LED meters. Another runs the eights in the doors and with absurd headroom, the A-pillar mounted one-off special four-inchers. All Power Series, there's a 600.2 running five sets of the T1 separates tweeters. The sixth pair of tweeters is an, erm, 'two-off' set that were made just for Steve by Rockford. He over-ground the flanges of the first set of 'one-offs'.



STEVE MEADE

As of NOW, how many hits have you had on the 'net'?

"Just from YouTube – none of the three Facebook pages or anything else – 181,000,000. With 365,000 subscribers."

And what proportion of those are all about the Tahoe?

"At least half of them. I have 1,044 videos. Between 400 and 500 are the Tahoe."

How old is the install?

"I started building it in 2003. The current box has been in there since 2004. I love the way the box sounds. There's 10 gallons of resin and tons of GRP. It's a very strong box. The main system was re-installed in 2009 and the Constant Power tech came in on the BDs a year later and I upgraded and gave away some of the old amps. Only one gift recipient actually said 'thank you'."

Why did you refer to Fast Car features as 'INK', like tattoos?

"Because when you get in a magazine, it's real, solid and not on a screen. Something you can read in the bathroom. A physical copy. Getting coverage on the internet is good, but this is a whole greater honour. I grew up when this was a 'someday goal'."

If anyone knows, you do. Is the 'bass can make a girl orgasm' thing a myth or not?

"I would say that it's a myth. If you were sitting on the speaker like in that Howard Stern film... I guess maybe it depends on the girl and where she is sitting."





This man likes it played LOUD!

MAYBE THE MADDEST WOOFER EVER MADE

Steve runs some out-there woofers from an exotic low-volume speaker maker in his Tahoe. But meet the brand-new Rockford Fosgate T3S1-19. Two years of R&D in the making. It has a Neodymium butt-plug of magnetic awesomeness up its tuchus and shoves the large voice coils up and down from inside, not outside. They are just arriving now at UK distributors Car Audio & Security. Yours for £1,999.99 each. Tel 0208 561 9485

Wired for sound



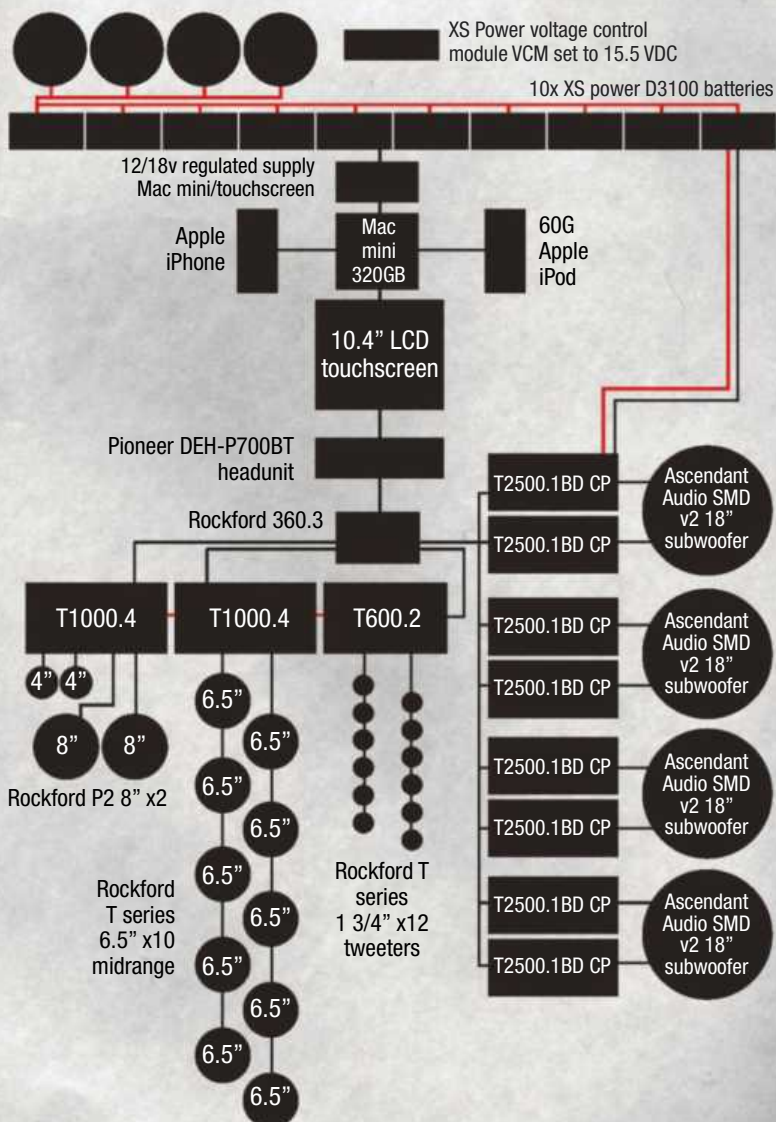


We wonder if his ears still work at all?

WOOFER & AMPS UPGRADE PATH

There have been a series of awesome subwoofers and amps in the Tahoe box. Two Rockford Fosgate Power HX2 18s on four RF BD1500s were first. Then RE MT 18s were needed for the mad power. First two, then four. These were run on eight of those BD1500s. Then, four Fi BTL 18s on 0.7 Ohm coils did duty and Steve ran them on the surfboard sized RF T4000.1bds. The full rebuild happened in 2009 and Fi's new BTLs went in with the Ascendant Audio SMD V1s following later. Steve has had an adhesive friendship with Scott Atwell for years and moved with him to Ascendant Audio and thus got the first set of their new products each time and this also resulted in his name getting on the dome of the V1.

Four Mechman 350a SMD Alternators





DESTROYING SHIT WITH BASS

The complexity of bass frequencies, woodwork and air puffing in and out of ports, is one of the reasons I adore car audio. Steve Meade's enclosure takes all of the thousands of watts of power and square inches of woofer cones and pushes it all out of a big square port in the back. Normally this is pressure loaded against the rear tailgate. hilariously however, if you open the tailgate, run some lows and hold stuff in that port, it generally dies.

Steve has videos of people trying to hold onto a CD or a glass, which shatters (search for 'Outrageous acts of science' on t'interweb.) There are large packets of potato chips (I mean crisps) and somewhat sacrilegiously to me, a magazine, all being totally bassed to smithereens and flung about the workshop in pieces on his epic videos.

Go check www.youtube.com/user/meade916.

TECH SPEC: CHEVY TAHOE

AUDIO:

Pioneer DEH-P7000BT headunit; Apple 320GB Mac mini; 60GB iPod Classic; iPhone; 10.4 LCD TFTin touchscreen; Rockford Fosgate 360.3 EQ/Crossover; 2x Rockford Fosgate T-1000.4AD (4x250w RMS), 1x T-600.2 (2x300W RMS); 8x RF T-2500.1BDP (1x 2,500w RMS at any impedance); 4x18in SMD Ascendant Audio V2 subwoofers; 12x 1.75in T1 tweeters; 10x 6.5in midranges; 2x 4in midranges; 2x 8in in the front doors; 28x runs of 2/0 & 1/0 AWG power cables to heavy-duty copper busbars to connect to the power amplifiers; 10x super-duty 80lb weight XS Power D3100 batteries (one in the engine bay and nine in the back); 4x Mechman SMD-spec 375 Amperes alternators.

CHASSIS:

26in U2 55 rims; 10in wide; with Pirelli P Zero 295/25x26 tyres; 6-piston Wilwood brakes with 16 inch discs up front and 4-piston on 14.5 inch discs at the rear; RideTech Air suspension and Titanium shocks. DJM upper and lower control arms, McGaughys 2in drop spindles at the front, Spohn Performance upper and lower control arms to the rear plus Spohn adjustable panhard bar.

EXTERIOR:

Roy Devore \$10k paint job at Autobody Workshop in Sacramento; black base with a custom red pearl called 'Meade Cherry'.

INTERIOR:

Graphite/grey two-tone custom leather interior by Katzkin.

TUNING

Mapped 5.3ltr V8; K&N cold air intake and air filter and Granatelli mass air flow sensor.

THANKS

MASSIVE thanks to Andy Hefft of Rockford Europe who made the feature happen by flying our snapper across states to Meadeville, Sacramento. To Rockford USA's top folks, who have supported Steve's Tahoe for ever.



WATCH THE INTERVIEW...

Want to see the Las Vegas interview about the Tahoe in the Hard Rock Hotel? No problem, www.youtube.com/watch?v=EtIIW0mpQE8



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SEAT _{of} POWER

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FLAWLESS FERRARI
PAINT AND A PUNCHY
FOUR-POT TURBO
– THIS TRULY IS A
STUNNINGLY WELL-
PUT-TOGETHER IBIZA!**

You don't have to go very far back to find a time when SEATs weren't exactly the most celebrated and coveted of cars. The Spanish concern carved itself a reputation for building cheap, utilitarian hatchbacks with Fiat mechanicals and distinctly odd styling. Chances are, the only time you saw them in any number was on a summer trip to the Costa Del Sol. You probably don't need us to tell you those days are long gone and, thanks to a little help from VW, SEAT now produce a range of great cars and some of the best

hot hatches of the past 10 years. Those same solid, dependable VAG mechanicals mean there's a wealth of stuff out there for SEAT owners wishing to make their cars that bit faster or handle that bit better. Models such as the Ibiza and Leon have long been firm *Fast Car* reader favourites.

It's the Ibiza, though, that's really captured the collective imaginations of the UK tuning faithful, particularly the attractive third-generation cars. Of course there are any number of tuned Ibizas doing the rounds at the moment (including a delightfully bonkers turbo diesel dragster – well worth a Google





“The level of effort lifts the car above pretty much any other VAG product you care to mention”



if you haven't already). Though very few come close to matching the one you see here, a car that's been built by Dan Watts. It's a car you could all too easily pass over, a pleasingly subtle mix of performance and styling modifications that all add up to a potent little Balearic belter of a hot hatch.

"I bought the car totally standard back in April 2012," says Dan. "OK, I didn't ever intend to go as far as I have, or for it to be as in depth as it has. But it'd be fair to say that it was never going to stay OEM for long!"

In fact a smattering of parts were winging their way to Dan's abode before he'd even got his name on the V5, including some Team Heko wind deflectors, an air filter and, significantly, a new turbo. Ibiza Cupras come with the much vaunted VAG 20v as standard, an engine that was fitted with the punchy KO3 from the factory. Dan opted to swap that for a KO3S, a unit that retains the standard housings yet comes with uprated internals capable of flowing more air.

A host of supporting modifications were applied at the same time, such as the FMIC, Milltek downpipe and de-cat, beefed up fuel system, Forge dump valve and SFS hose

kit. The whole assembly was then treated to a remap, to make full use of all that new hardware, with a healthy 240bhp and 300lb/ft of torque being Dan's hard won reward.

Now power is unquestionably a good thing in a hot hatch like this, but it's the level of effort that Dan's spent in other areas that truly lifts it above pretty much any other VAG product you care to mention. Those wheels (Speedlines in case you were wondering) have had hours invested in them. The front and rear arches have been teased outward by 25mm and 20mm respectively.

And then we get to that paint job. "The car left the line in Ovni Yellow, a colour I really liked," says Dan. "But the vast majority of Cupras are that shade and by January 2014 I'd decided to spend some time sorting the exterior."

It was time for a change, and it wasn't long before Dan had dropped the car off at his local bodyshop for a session of smoothing and paint prep, then headed to a paint suppliers for some inspiration.

"I'd spotted a Candy red Chevy pickup at Heaven on Wheels and pretty much fell head over heels with it there and then.



That's when I decided to go down a similar route with my car. It's actually Ferrari Rosso Pearl, an optional extra on the latest 599s."

Swish, huh? Factor in the gloss black and red pearl scuttle, mirror bases and front grilles, colour coded trims, plus the smoothed bumpers and roof, and it becomes all too plain why this Ibiza is such a show stopper.

The little, carefully thought out and expertly applied touches don't end with the bodywork either. Dan reasoned that as he spends a lot of time sitting inside the



Dan swapped the factory-fitted K03 for a K03S



Exhausting work eh



Hello gorgeous



car he might as well make it equally special inside too. That custom Samsung tablet dash (with hidden climate control function) is undoubtedly the star of the show, and something that took more than a few frustrating hours to get correctly wired up.


Again it's the little things that really make the difference though, and Dan's had the Recaro CS seats (with hex pattern stitching) re-trimmed in Alcantara and leather, along with the rear view mirror, sun visors (look out for more stitching), gear gaiter, headlining and pillars. It's much, much more luxurious in here than a SEAT Ibiza has any real right to be, and all the better for it.

The final touch? Undoubtedly the one-off air suspension setup that came from our good friends across the pond.

"I'd already fitted polybushes, uprated engine and gearbox mounts and some coilovers. But my friend decided to get air and that pretty much forced my hand,"

laughs Dan. "So I sent my struts and top mounts to Air Lift to work from, and then they sent back some custom uprights and air bags."

One of the most rewarding moments of the entire build was when Dan had fitted his newly shipped air suspension and was finally able to lower the car over those gorgeous three-piece split rims. It truly was one of those icing on the cake moments, and one that made all the hours and financial investment feel worth it.

There're a few more tweaks in the works, though nothing too drastic as far as looks are concerned. Dan appreciates that his current wheels will take some beating, though that certainly won't stop him trying – a set of custom split rims are under consideration. Factor in the looming 2.0 engine swap and we're confident in saying that one of the best Seats we've ever seen still has a lot more to give. 

STYLING:

SEAT Ibiza Typ 6K2 (Mk3) in Ferrari Rosso Pearl; gloss black and red pearl scuttle panel; mirror bases; front grilles; smoothed front and rear bumpers (including towing eyes) and roof; aerial deleted; colour coded bump strips; Team Heko wind deflectors; tinted rear windows.

TUNING:

1.8T VAG 20v turbo with KO3S turbo and Forge 007P dump valve; Toyosport FMIC with KO4 style routing; SFS turbo intake pipe; Milltek downpipe and cat-back; Blueflame cat-back system; SFS silicone hoses; Jetex air filter; Sytec four-bar fuel pump; Vibra Technics rear engine and gearbox mounts; solid billet front engine mount; custom heat shield; reconditioned head; Mk4 Golf washer bottle; Porsche oil and water caps; painted and polished rocker cover; satin black engine bay; remapped by Badger5.

CHASSIS:

Wilwood Superlite IIA four-pot callipers and OE discs; Powerflex wishbone bushes; OMP lower strut-brace; Air Lift Performance V2 management and struts with dampening adjustment; Eibach camber bolts; 8.5x17in (front) and 9.5x17in (rear) three-piece Speedline Mistral wheels; re-drilled to 4x100; polished dishes; chrome powder coated centres; Porsche valves; custom 'diamond' centre caps.

INTERIOR:

Custom Samsung tablet dash install with hidden climate control; re-trimmed Recaro CS seats in Alcantara/leather with hexagonal stitching; rear view mirror; sun visors; handbrake and gear gaiters; headlining and A, B and C pillars all re-trimmed in Alcantara; custom red seat belts; carbon skinned interior door handles; Cupra R gauge holder; ProSport oil temp and boost gauges.

AUDIO:

Hertz door speaker components; false floor with JL Audio sub; 'diamond' rear build with Air Ride management underneath; colour changing LEDs.

THANKS

Dan at Lavish Automotive for the retrim; Dips at Custom Cars for the paint work; Jonathan at Intermotiv; my mum for putting up with all the car parts in the house; and of course my dad for helping me over the years to make me dream come true.

**DAN WATTS*****What was the most frustrating part of the build?***

"There was nothing too bad technically. Though the 20v did blow itself up, thanks to a slipped belt. Probably finding inspiration and making the car my own."

What about the most rewarding aspect of the car?

"Just looking at it now it's done, especially when it gets admiring comments. There's a lot of work invested in it, particularly in some of the smaller interior details."



Dan still has some big plans for his SEAT



TOP WEIGHT LOSS TIPS

**A LIGHTER CAR IS A FASTER CAR,
AND THAT'S 100% MEDICAL FACT**

Don't worry, we've not gone all Woman's Own on your arses. We're not about to suggest you rock up to the local Zumba class and start shaking your booty like a Polaroid picture. Heaven forbid.

Nope, what we're interested in is finding that perfect weight-loss programme for your motor, to improve handling and performance. Not something you're gonna hear too much about at the next Slimming World meeting.

It's definitely an important part of optimising your engine's tuning though, because, when you think about it, shedding excess pounds does exactly the same thing for your steed as adding horse power. And God knows we've all spent plenty of cash over the years trying to gain a bit of extra grunt on our projects.

So obviously there's nothing else for it. It's time to start fighting that fat. And here are our top places to start...

The Science

If you'll allow me to slap on my best corduroy science-teacher trousers for a minute, I can explain that power to weight ratios are everything in the pursuit of ultimate performance. That's the reason you don't see race cars with 15 subwoofers in the boot and why a nuclear-powered oil tanker with 35,000bhp will still be beaten in a race by your Nan on her mobility scooter.

When you're looking at weight versus power, think about this: if you've got a car that weighs 2,000kg with 200bhp, that's a ratio of 2,000:200 or 10:1. This also means every single horsepower has to push along 10kg. If you can save 200kg in mass, the ratio becomes 9:1 – a 10 percent increase in acceleration, and real-world power. You'll get more MPG too!



Top Tips

• NEED IT? NO, THEN SHIFT IT!

The easiest, not to mention cheapest, way of saving weight is the most obvious – stripping out all the stuff you don't need. The thing to think about is how far you want to go, especially if you want to keep your car usable on the road.

Obviously the most hardcore regimes, ones where you're looking to ditch all the trim, cut away excess metal and scrape away any sound deadening, will always yield the most impressive gains. On plenty of cars, just removing the carpet can save 7-8kg for a start.

Of course, no one's forcing you to go mental. Something as simple as clearing out all the old tools and rubbish knocking around your boot can save more weight than you might think. It's also worth knowing that a full-sized spare wheel on an older car can weigh up to 20kg, while a can of Tyreweld weighs next to sod all. When was the last time you got a puncture, eh?

Weight loss: FROM A FEW KG TO A LOT!

Cost: £MOSTLY FREE



• GET SOME BUCKETS

There's no getting away from it. Standard seats weigh an absolute ton, especially those big electric, airbagged, heated sofa-type buggers you get in luxury cars. In fact, it's common practice in the States for people to strip their seats of all the electric motors and fit manual sliders in a bid to shed a few pounds. Even the average car seat can weigh 16-20kg, so the best solution will always be fitting some lightweight aftermarket buckets.

Available in both reinforced fibreglass and posh composites like Kevlar and carbon fibre, some aftermarket seats from the likes of Corbeau can weigh as little as 5kg. Even with the subframes needed to get them in that's a more than significant drop in weight – especially if you only need the one!

When you're making your choice don't forget to consider that leather generally weighs more than cloth too. Just try picking up a cow sometime – it'll be far heavier than your girlfriend's frilly knickers.

Weight loss: UP TO 25KG PER SEAT

Cost: FROM £165

Start looking: WWW.CORBEAU-SEATS.COM

• NOT ALL RIMS ARE THE SAME

If you're running steelies and dodgy hubcaps, you might wanna sort that out sharpish, and not just because it looks crap. Standard steels, along with the larger sized stock alloys, can weigh anything up to 20kg a corner with the tyres on. And that's a lot.

Do your research and be careful of what aftermarket alloys you choose too – the design, construction and materials used can have a huge impact on the overall weight.

Luckily there's top notch wheel companies such as Rota UK who can sort you out with proper lightweight alloys that start at around 5kg a pop for a 15-incher. There's also the bonus that the reduction in rotating mass hanging off your chassis will see a significant drop in stress on your suspension parts. That can only be a good thing.

Weight loss: UP TO 45KG (4 WHEELS)

Cost: FROM £510 (SET)

Start looking: WWW.RARERIMS.CO.UK



FC TECH TOP WEIGHT LOSS TIPS

• PLASTIC IS FANTASTIC

Due to its complex chemical make-up, glass is a particularly heavy material – handy for seeing through when you're driving – but heavy none the less. All the glass in a car can weigh in at up to 50kg and that's why race cars generally run polycarbonate windows which can weigh up to 60-percent less, are super-strong and pretty much shatter proof. Even some production cars like the Megane R26R use polycarbonate for some of their windows, the first to do this was actually the little Smart Fourtwo way back in 1998.

The switch to polycarbonate windows also helps lower the car's centre of gravity for a cheeky improvement in handling – you can't argue with gravity right?

Everything from replacement windscreens to sidelights are out there and, with some side windows, you can specify race car style vents and sliders, thus removing the heavy electric window motors too.

While you're at it, take a look at your sunroof – you won't believe how weighty the glass and mechanism can be. Replace it with polycarbonate and convince yourself it's the same as the targa top on the Bugatti Veyron 16:4 Grand Sport Roadster. You know it makes sense readers.

Weight loss: **UP TO 25KG**

Cost: **FROM £80**

Start looking: **WWW.ACWMOTORSPORTPLASTICS.CO.UK**



• SORT YOUR CHASSIS

You know in The Fast and The Furious when they're designing that orange Supra and saying using Koni adjustables can save 10pounds (4.5kg) a corner? Well they were right. In fact, with the advancements in technology, the savings nowadays can be significantly more. It doesn't stop at shocks and coilovers either, there's loads of other chassis parts that can shave off a few kgs, or a whole load more. Multi-pot alloy brake callipers weigh a lot less than standard single-piston steel units and work much better too. Lightweight adjustable control arms are also a popular choice, especially those super-hardcore alloy jobs, because they also do a great job of helping you to set-up your chassis geometry. Two birds, one stone and all that.

Weight loss: **UP TO 40KG**

Cost: **FROM £150**

Start looking: **WWW.JAPSPEED.CO.UK**

• GET THE BODY YOU'VE ALWAYS DREAMED OF

Lightweight panels, particularly fibreglass replacements, have been a racing staple for decades. Some, especially in the drag racing fraternity, have been known to totally rebuild their front end or even the whole body replacing all the steel panels over a custom-fabricated, lightweight, tubular race-chassis. But, yeah, that's possibly a tad hardcore for most of us.

Of course, we also now have the wonder that is carbon fibre and everything from bonnets and tailgates, to front wings, bumpers and even complete floor pans are on offer. Prices are coming down all the time too.

Pop outside and lift up the bonnet on your car, heavy isn't it? Well a good carbon replacement will weigh a fraction of that but, as with any carbon parts, make sure you get the best quality. Some cheaper parts are reinforced with steel structures underneath and can actually be heavier than the standard part altogether. Be especially mindful of this on cars like Scoobys that often come with lightweight aluminium hoods. You don't want to make your car heavier now do you?

Weight loss: **ANYTHING UP TO A TON!**

Cost: **FROM £30**

Start looking: **WWW.TARMACSPORTZ.CO.UK**



• REMEMBER IT ALL ADDS UP

When it comes to standard parts, most are made to a budget so there's plenty of areas where shaving off a few grams here and there can add up big time. Take your standard exhaust manifold, it's most likely cast iron and weighs more than your missus. A stainless steel tubular job will not only save a few kilos but improve the gasflow of your engine giving you more power.

It can be a modification as small as a lightweight pulley set or racing steering wheel. Then again it could be as mental as a carbon propshaft, aluminium diff or lightweight gearbox housing, it all makes a difference.

We've even heard of people emptying their washer fluid bottles and keeping their fuel to a minimum on a track day. It may sound crazy but it makes sense - 3 litres of washer water weighs 3kg, while a full 40-litres of unleaded weighs nearly 30kg.

Of course if you're looking for the ultimate in lightweight bolt-on performance you could head over to Scorpion and bag yourself a full-on titanium exhaust system. Titanium is comparable to steel in strength but has less than half its overall weight. It also looks the absolute bollocks.

Weight loss: **200GRAMMS TO 20KG**

Cost: **FROM £50**

Start Looking: **WWW.SCORPION-EXHAUSTS.COM**



• STEP AWAY FROM THE BIG MAC

Okay, so I did promise I wasn't going to suggest going to the gym, so I'll just say that one of the heaviest things in your motor is you. In other words it's no use trying to shave 20g off the wiring harness and immediately reaching for that second cheeseburger chaser - take this from a fat, salad-dodging, bastard who knows!

If you already look like you've been on the cover of Men's Health in your pants then well done you, but the rest of us will probably admit we could all do with being a little fitter. So, maybe getting your laptimes down a bit could be your motivation to dodge a future heart attack? Then again, maybe life's just too short for eating steamed cabbage anyway.

Of course you could just ditch everything bar the driver's seat and make your mates walk home from Pizza Hut instead, but it's not exactly gonna make you Mr Popular.

Cost: **FROM £FREE**

Start looking: **WWW.WEIGHTWATCHERS.CO.UK**

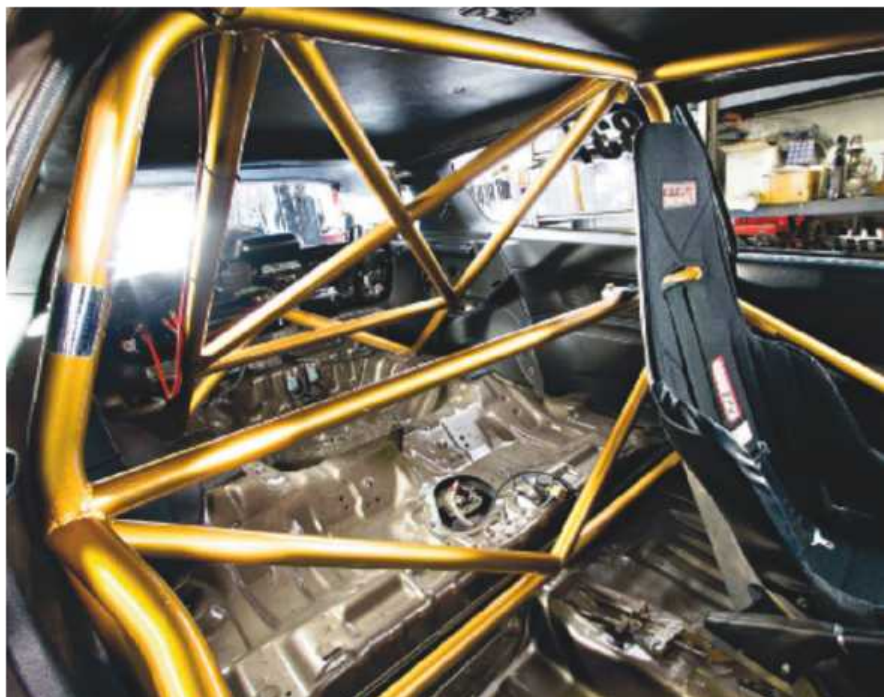
• DON'T PILE IT ALL BACK ON AGAIN!

I'd be pretty pissed if I was a F1 Engineer. These guys spend all year trying to shave half a gram off a brake calliper, then Lewis Hamilton turns up with a beard that probably weighs five times that. My point is be mindful of what you're putting back in your car - there's pros and cons for almost everything.

A roll-cage can add a significant amount of weight but it can also stop you smashing your head in, which is often handy in a crash. Then again, with the rigidity and safety a cage provides, it's possible to remove a whole lot more metal from the car.

Think of it like this, cages always look immense but even race cars only have cages because of the safety regulations, some drivers would happily do without them just to get the performance edge. In 1952 NASCAR driver Tim Flock was disqualified from a race for having roll-bars made from painted wood. How's that for a set of trouser potatoes?

There's other things to consider, big brake kits look the nuts and many of the alloy callipers setups can be lighter than standard, but if you're putting 13-inch steel discs on a car that doesn't need it, you're essentially making it slower. It's all about balance, with any modification make sure you thoroughly, excuse the pun, weigh it up.



@INSTASLAM

*"MY BEEMER IN FC? GREAT. BUT FIRST...
LET ME TAKE A SELFIE."*





I haven't physically bumped into Ashley in a good few years, five or six in fact. And in that time he's not only gained more tats and a rather epic beard and moustache combo, but built this stonker of a drop-top Beemer too. Where does the time go eh?

You see, back in the day, when Ash was about 20, I remember him knocking about Swansea (not to mention all the shows) in one super-smooth, DIY-built Citroën C2. At the time he was one of the first preaching a more traditional Euro-style outlook in deepest, darkest Wales, before it became such a universal scene staple. He said to me once that the whole smooth and subtle movement may be directly inspired by the past but it's the future of modifying. It turns out he was right.

Of course we've kept in touch, many know Ashley as Mr @bitsandtitz through his thoroughly amusing Instagram page. So, since he bought the BMW a couple of years ago, I've followed what's he's been up to with the build closely, albeit through an increasingly

bonkers selection of incomprehensible pics and videos. You might say his dedication to his motor is only surpassed by his love of the world's favourite photo-sharing website. Think of Ashley as the Dan Bilzerian of the modified car scene. Only with more ladies and far better facial hair, obviously.

What's unusual about this motor, unusual for *FC* anyway, is that this is one of the few features that seems to exclusively revolve around Instagram. It's not just the build pictures and all the general sodding about either. Everyone who's ever been involved in the build is also heavily involved in the site. It's almost as if they live their life on a global scale through a series of off-the-cuff images. It certainly goes to show the power of social media!

For Ash at least, maybe that's because he's always been a keen snapper. He even had a few pics published in *FC* once upon a time. So perhaps he's just moved with the times and channelled his creativity online.



“The Euro influence in this car is as clear as a slap in the face”

I'm not sure. I guess I really should have asked (yes, you should have – Jules).

Anyway, what's also clear to me is that, even though he'll be the first to admit he's always been something of a nutter, bouncing up and down like some sort of yo-yo, his inspiration and core values haven't changed at all. Then again, maybe some things don't have to move with the times quite so much, because the real classic mods never go out of fashion.

The Euro influence in this car is as clear as a slap in the face. Even though the way it's actually been achieved has been thoroughly updated. A penchant for chopped springs or coilovers may have given way

over time to sophisticated air-ride systems and many parts may now be made from space-age carbon fibre, but the end result is the same classic look. Just a little more... I dunno, modern.

There's not loads of modified Z4s out there. Compared to other German cars they make up a tiny percentage. But that's exactly why Ash chose the project in the first place. Not that it was meant to go beyond a set of wheels and coilovers you understand, but then that's a story we've heard a million times before. Once a modder, always a modder and all that.

His roots are pretty apparent in the execution too. Ash certainly hasn't been

afraid to get stuck in DIY style. In fact, with help from his mates, he's done everything from fitting the air and building the install to the majority of the interior trimming and carbon fibre skinning. This was partly because of the availability of parts, partly due to the budget and partly, I suspect, to give him more to take pictures of.

Throughout it all, the only things he's had to get online and find a pro to do were the bits he physically couldn't manage himself, tradesman stuff like seat trimming and paintwork. Even the portable suitcase 'beat box' is one of his own mad creations – something he's made quite a few of over the years.

If there's a lesson to be learned from Ash's Beemer I guess it's the fact that a spec sheet doesn't have to be long to make an explosive impact. The list here is short but distinguished, offering the perfect combination of mods working together to ensure the car becomes so much more than the sum of its parts. A great man once said, "It's not what you spend. It's how you spend it". And this is a motor that categorically proves the point. Actually, come to think of it, he's not great at all. It was our Jules. But for once I'm inclined to agree. 📸

We like round things



TECH SPEC: **BMW Z4**

CHASSIS:

9x17 and 10x17in Rial Imola two-piece splits painted in custom candy red with gold metal flake; AirRex V2 air-ride system with custom copper hardlines; adjustable camber arms; chassis notch.

STYLING:

Smoothed Z4 SE front bumper with numberplate delete; black bottom valance; clear front indicators with black inserts; OEM clear indicators; custom rear lights; carbon wing mirrors; black badges and kidney grilles; carbon splitter; custom backbox delete with stainless steel pipe.

INTERIOR:

Carbon fibre door handles; handbrake handle and steering wheel controls; 1M shifter; retrimmed M-Sport steering wheel; retrimmed seats and rollbars; custom suitcase boom box.

THANKS:

My Instagram of course (@bitsandnitz); Nick Wealleands and Kieran Phillips for help with fitting the air; Tom Beleschenko (@twosugars88) for the paintwork; Aaron Brooks (@scenecleanvaleting) who is the only other person allowed to touch the car; and Royal Stitching.



Wait, how do you drive the thing?

ASHLEY MORRELL

So how's Swansea nowadays?

"Pretty much the same. Although now we have proper Wi-Fi and more McDonald's."

What about proper Wi-Fi in McDonald's?

"Yeah, that too."

Must be good for Instagram then?

"Well there's not much better in life than Instagram and Big Macs."

Yeah, I know what you mean.



Woof woof!



Good job Sir, good job.



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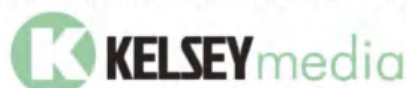
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MIDGE'S AUDI TT 225 P88

With an Air Lift kit sitting in his garage there's no prizes for guessing what Midge did this month! Yup, an oil change.

Start **Never Finished**

MAIN MODS: PORSCHE 987 SEATS • 3M WRAP • SCORPION EXHAUST • FORGED 225 ENGINE • AVO COILOVERS







SLIM JULES' BMW 335i P90

The Bimmer gets a clean... a TerraClean.

Start **Never Finished**

MAIN MODS: ADVAN TYRES • DIPPED INTERIOR • 3SDMS • HYBRID TURBOS • MILLTEK EXHAUST • FORGE FMIC







GLEENDA'S AUDI A6 AVANT P90

The A6 gets a clean... a TerraClean! (Copycat – Slim Jules).

Start **Never Finished**

MAIN MODS: 19IN VOSSEN CV1 WHEELS • YOKO TYRES • ALPINE HEADUNIT • AIR LIFT SUSPENSION • PB BRAKES






INITIAL G'S HONDA CIVIC TYPE R P93

This month the old girl gets a facelift... the owner could do with one too.

Start **Never Finished**

MAIN MODS: TDI NORTH K24/20 N/A MOTOR • TITAN M/S ITBs • YOKO ADO8S • TAKATA SEATS AND HARNESSSES







GLEENDA'S AX VTS P94

There's no stopping Glenda and his AX now...

Start **Never Finished**

MAIN MODS: 106 GTI ENGINE • JENVEY THROTTLE BODIES • 8 AND 9.5X15IN IMAGE WHEELS • OMP ROLL-CAGE






JAPFEST'S SUBARU IMPREZA P96

The winner of this Scooby will now have the choice to listen to the flat four or the Kenwood audio! Decisions, decisions.

Start **Never Finished**

MAIN MODS: ROTA TITAN WHEELS • TOYO PROXES RUBBER • BC RACING COILOVERS • KENWOOD AUDIO





Yeah, very civilised

MIDGE'S AUDI TT 225



POSH OIL AND EVEN POSHER PLATES... NOT MUCH AIR THOUGH

I'd like to say my Air Lift kit is nestled sweetly under the arches and I've spent the last month bouncing up and down like a pornstar's botty. But if I said that I'd be lying.

Yep, unfortunately life, work and silver Subarus have gotten in the way a bit over the past few weeks, so I'm nowhere near showing you anything meaningful on the install front. Don't worry though, I've thoroughly slapped myself on the wrist and, as soon as it stops pissing down, I'll be out there on the drive getting it sorted.

That's not to say it's all bad news for the TT though. I did spend all of 15 minutes online ordering some new plates, not to mention another two minutes sticking 'em on.

It's pretty obvious from the pics that these puppies aren't

just any old plates. They're from Fourdot, manufacturers of the world's finest custom plates. That's the trouble with writing the new products pages in *FC*, you tend to want everything. After seeing these a couple of months ago, I just couldn't resist.

What these guys do is awesome. They not only 3D-scan cars to ensure their special 'signature' range can be shaped to match the plate recesses perfectly, but they also have thousands of custom designs.

Of course you can have their cool, standard-sized items if you wish. But you don't have to because all their plates, even the funny shaped ones, are 100-percent road legal.

Now admittedly, I've kept mine simple with a 'shorty' for

the front and a carbon fibre backed item (to match my other carbon parts) on the rear. But there's plenty of more bonkers stuff on there if you're feeling a tad outlandish. They're the best quality items I've ever seen. Just check out that presentation box for starters. Suffice to say they give the scrappy little Audi a much-needed touch of class.

There's some other great news for the month too. The window sticker is coming off because the engine is finally run in. With 1,200 miles of trouble-free motoring (kinda), 15 litres of oil and three filters under her belt since the first startup, that means it's now time to switch out the Millers Competition Running-in Oil for a dose of their fully synthetic Nanodrive Racing

Oil. Why am I using this stuff? Because it's simply regarded as the very best money can buy and is designed specifically for high-performance lumps. It also comes with impressive stats, such as 30-odd percent less friction over other oils, cutting down massively on heat generation and engine wear. Less friction equals more power, and this stuff is actually proven to unlock engine potential. True, it's not cheap. But the best things in life rarely are, and with all the time, money and effort that's gone into the TT it makes no sense to start skimping now. As always, I'll also be using a genuine K&N oil filter for much the same reason.

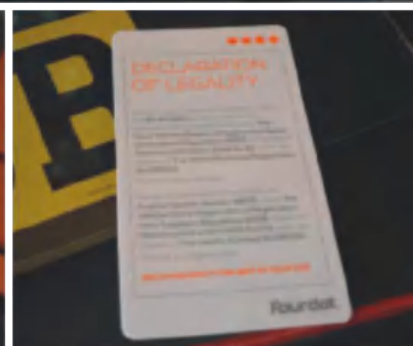
Right, about this air ride. I'd better pull my finger out.



*Midge has a computer?
Why did he write this with
pen and paper then?*



*Midge is getting
well oiled up*



THIS MONTH

PARTS

Fourdot 'Signature Range' plates ...	£145 (pair)
Millers Oils	£57
K&N oil filter	£12
Total	£214

Contacts

Fourdot
www.fourdotdesignerplates.co.uk
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www.knfilters.co.uk
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Glenda just couldn't get the vacuum cleaner to work



GLENDAS' AUDI A6 & JULES' BMW

WHY HAVE ONE CLEAN WHEN YOU CAN HAVE TWO...

The other week I thought I'd pop down and see Glenda while he was having his car MoT'd at Westbury Tyre & MoT, mainly because I wanted to check out his impressive facial hair growth.

Anyway, while I was there the garage owner, Paul, popped in and started rabbiting on about TerraClean and how fantastic it was. Now, we've known Paul for long enough to know he doesn't get excited easily. So Glenda and I were intrigued by his enthusiasm and agreed to have our cars 'TerraCleaned'.

But what is TerraClean, I hear you cry? Well, this is what their website states: "TerraClean is a unique decarbonisation technology which makes a significant improvement to the Emissions, MPG and

Driveability/Performance of your vehicle." Now, that sounds good, but I've heard mixed opinions about TerraClean, so Glenda and I were pretty sceptical.

First up for the treatment was Glenda's high-mileage diesel bus. It's a simple procedure that requires the fuel lines to be disconnected from the car's fuel supply and then plumbed into the TerraClean machine that runs the car on their decarbonising cleaner. This takes about 45 minutes to an hour, as a few different stages are required for the full clean. The only thing left to do, once the cycle is complete, is reconnect the fuel supply and go for a spin.

As Glenda was out terrorising the roads of Westbury, the lads got started on my petrol 335i.

The same methods apply to petrol cars, but they require a different cleaning formula. As my car was finishing up Glenda bounced back into the garage with a massive smile on his face. "It drives like a new car. Everything runs smoother and pulls so much harder through the gears."

Impressive stuff. Now it was my turn.

I can honestly say that the car did feel smoother, I wouldn't say I'd noticed an improvement in performance like Glenda and it's too early to say whether I'll see an MPG gain (which would be nice). But just knowing the fuelling system is running to its optimum is peace of mind on my 430bhp (you had to drop that in there - Glenda) motor.

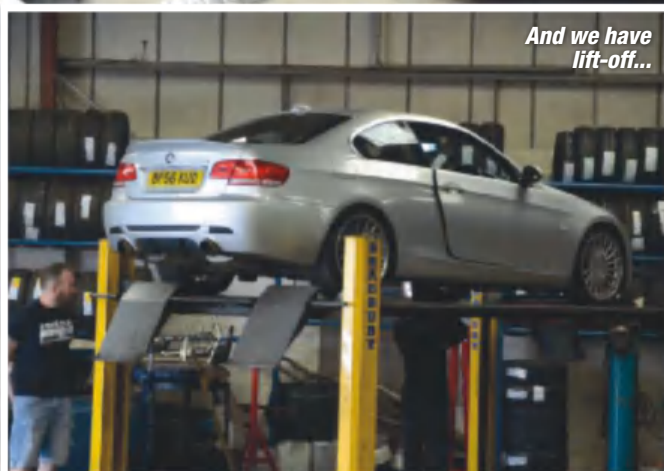
In short, it's definitely worth doing on older cars, especially on high mileage

diesels where you'll see the best results. We'll keep you updated on whether we get better fuel economy or not.

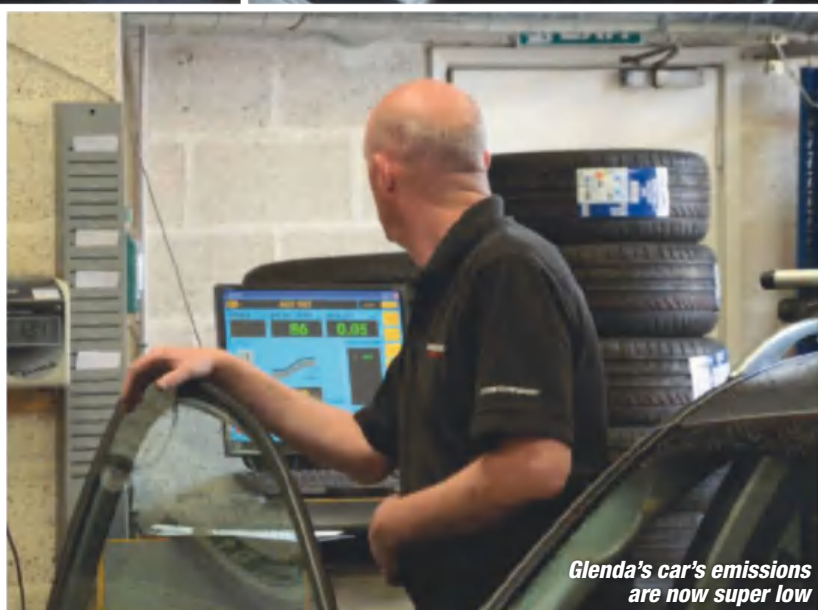




Glenda's new exhaust cans



And we have lift-off...

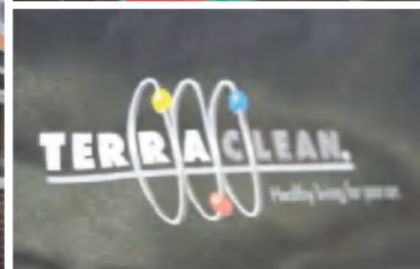
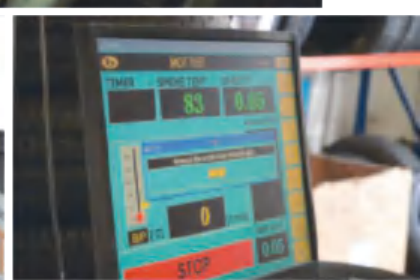


Glenda's car's emissions are now super low

3351



A weirdo and a cardboard cutout



THIS MONTH

PARTS	
Diesel TerraClean.....	£126
Petrol TerraClean.....	£126
Total.....	£252
Contacts	
www.westburytyremot.co.uk	



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It was well wrapped



The front lip already has a fan (sorry, not sorry)



G was getting fobbed off with his old remote

INITIAL G'S CIVIC TYPE R



IT'S NEW BODDY PARTS TIME, FOR THE EP, NOT ME!

So as I may have mentioned last month, or maybe not (I am old and forgetful), I was looking at my car, as you do, and thinking that because I had been concentrating on the motor and interior, I had let the exterior slide a bit, and to be honest, the Honda could do with 'toughening up' a tad.

Whilst I was at the Honda Mimms meet at Bluewater, I got talking to a young dude called Alex, whose company FiberWorx, designs and makes aero and other body parts for Hondas. From bonnets to wings, diffusers and front lips, and so on. I was checking his Facebook page the other day when he posted a pic of his latest creation, a front lip for the pre-facelift EP3 Type R. So I just had to call him up and order one instantly.

Even though they are made by hand, it was only a couple of days later that a

well wrapped parcel arrived. A few miles of bubble wrap later and there it was. For something handmade it was pretty damn perfect, it came smoothed and primed ready for paint. I cannot wait to get this on!

Something else I had been meaning to do for a while

was get a refurb kit for my worn out alarm fobs. So a quick call to the OEM supplier, Hamilton Palmer, and a couple of shiny new fobs, complete with batteries, were on their way. It was a simple matter of swapping the internal circuit boards over and it was job done! Huzzah.



THIS MONTH

PARTS

FiberWorx EP3 Type R front FX lip... £145
Hamilton & Palmer fob refurb kit inc batteries.....£30

Total.....£175

Contacts

Fiberworks
www.fiberworxonline.com
Shop@fiberworxonline.com
www.facebook.com/fiberworx
Hamilton & Palmer
01732 760022



Would you look at the discs on that

GLENDA'S AX VTS



MY SEXY TAROX 6-POTS ARE READY TO GO. WELL, STOP

If you saw last month's projects, you'll know I was extremely excited to receive a big package from Italian brake gods Tarox. It contained my new 6-pot callipers and 284mm discs.

Well this month was even better. Why? Well because I got to fit them to the AX down at Ramp It Up in Bristol.

The kit I opted for is something Tarox call a 'Sports Compact Kit'. This is a set up designed for smaller and lighter cars, like my little AX GT. You get solid alloy billet B280-6 6-pot callipers, suitable for road and racing use on light cars under 1050kg (my AX is a real lightweight at under 700kg). But the kit uses high-carbon, heat-treated, single piece discs from Tarox's popular OEM range to keep the price down. The result is an awesome big brake set up that offers amazing

performance, great looks and a good price as well. Also, you still get a huge choice of calliper colours, disc styles and pad compounds, so you can still tailor your kit to your needs.

As it makes sense to fit the biggest discs and callipers you can when upgrading, there's always that moment when you worry whether you've got your measurements right. Also, as the AX only has 15-inch wheels, space was quite limited. However, the fitment went all to plan and luckily the only slight issue is the inner wheel just catching the calliper. But this is nothing a bigger spacer won't sort out. So that's next on my shopping list.

Obviously with the car being off the road I haven't had the chance to try the brakes. But so far I'm massively impressed with

the kit. Apart from the fluid, there's everything you need (even a set of braided brake lines) and it's an easy DIY job for anyone who's pretty

competent with a spanner. If you can change your discs and pads, you can easily do this. So what are you waiting for? Get to it!





A higher place



It's all about... image



I'm a lumberjack and I'm OK



THIS MONTH

PARTS

Tarox Pug 106 Brake Kit£1,056

Total£1,056

Contacts

www.tarox.co.uk

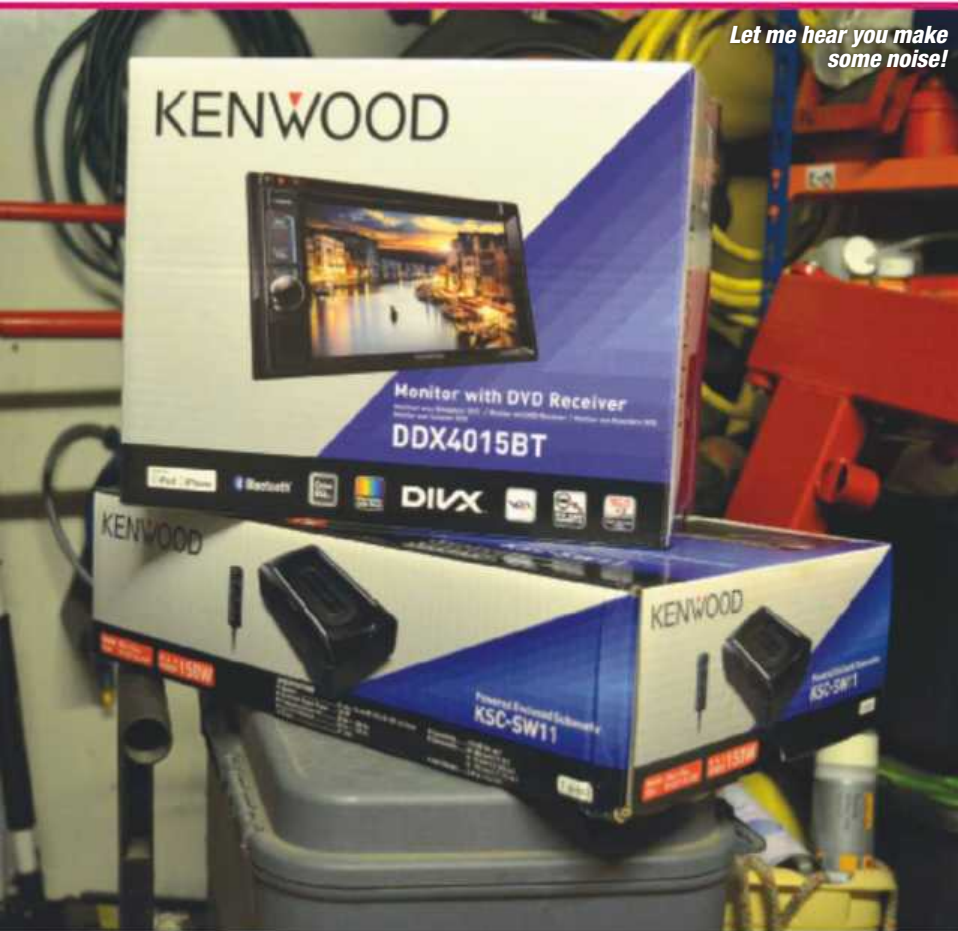
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www.ramp-it-up.co.uk

01179 595148

NEXT MONTH

Um. No idea.



Let me hear you make some noise!



Small but loud, just like Midge

JAPFEST'S SCOOBY WRX



THE CD PLAYER'S KNACKERED AND THERE'S NO BASS. WELL, WE CAN'T HAVE THAT NOW, CAN WE?

So we've sorted the stance with some tasty Rotas, super-sticky Toyo rubber and a rather substantial drop on BC racing coilovers. And I have to say, we've been enjoying running the Japfest Scooby around for the past month. There was one thing we needed, to make life a whole load better though, and that was to fit some decent audio.

Now what's hard, is remembering it's not our car. Everyone is different and the new owner may not want us cramming loads of subs and amps in the boot. They may be looking for something a bit more lightweight and track inspired. One thing's for sure though, the aging single DIN-headunit had to go and we had to address the disturbing lack of bass – after all, you just don't hear the whole music spectrum without it.

Besides, we're *Fast Car*, and we just couldn't give a car away without sorting that lot out – for our own sanity if nothing else. So what we've decided on is a top quality system, but one that focuses on the basics.

First up the headunit, and we've chosen an absolute corker – Kenwood's new DDX4015BT double-DIN. This multimedia unit has all the awesome features you'd expect from an electronics giant like Kenwood and everything's controlled from its crystal-clear 6.2-inch VGA touchscreen.

What we like most though is the built-in Bluetooth handsfree and audio streaming feature, giving you instant access to all the music on your phone without even having to plug it in. It automatically connects when you turn on the ignition. And job's a good 'un.

Of course, there's also a 1-amp USB socket offering direct control for your other music devices (and to charge your phone) and a whole load of processing features like a 5-Band Graphic EQ for when you're connected. This one comes with three 4-Volt Preouts too, helping you easily add on all sorts of other gear when the time comes. An awesome bit of kit and a bargain at just under 300 nicker!

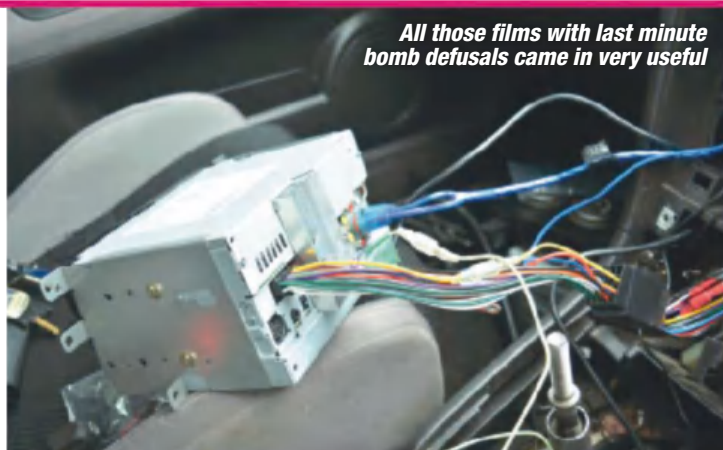
As for the bass? Well, we've had to be a little clever to keep every inch of the Scooby's bootspace. We've gone for a compact, all-in-one powered subwoofer and whacked it straight under the driver's seat. This KSC-SW11 item may be tiny for a sub and amplifier combo, but it packs a serious 150watt punch. It's also dead easy to install because, unlike plenty, it comes with all the wiring

you need to get it hooked up. This one features a trick illuminated remote, so you don't have to get under the seats to adjust the gain either. Pretty swish eh?

For such, ahem, professionals, it didn't take too long to get that lot in. We did have to rip out a load of old live wiring left by the previous owner, but the rest was plain sailing.

Most importantly though, it sounds absolutely spot on, even with our questionable musical taste. In fact, we're starting to wish they'd let us keep it.





All those films with last minute bomb defusals came in very useful



Oooh, dead fancy



THIS MONTH

PARTS

Kenwood DDX4015BT headunit.....	£299.99
Kenwood KSC-SW11 powered subwoofer.....	£149.99
Total.....	£449.98

Contacts

Kenwood
www.kenwood-electronics.co.uk

Readers' Rides



COLUM MCGRADY'S GLANZA

FC Says: You're more likely to find a pile of hen's teeth nestling in an even bigger pile of rocking horse shite than you are a Glanza rocking around the UK streets nowadays. Still, it's not just the rarity value that makes Colum's here special – it's the ridiculously well-chosen selection of mods that pushes this one into the stratosphere! That said, the immaculate paintwork and slick

hoops only tells one side of the modding story because under the bonnet there's 170-raging horses baying to be let loose... and all that's from Toyota's keyring-sized 1.3-litre lump. Bonkers stuff. No doubt that HKS Screamer makes it sound exactly as mad as it looks too. That's some seriously nice work right there!

TECHSPEC TOYOTA GLANZA TOP MODS:

9x16-inch Work-style alloys, performance manifold and intercooler, engine brace, HKS Screamer exhaust, bonnet pins, bumper hangers, resprayed Ocean blue.



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GARY AINSWORTH'S S-MAX

FC Says: There's just something super-cool about a rapid motor that you can use to ferry all your mates about (you could do that in an FI car Midge – Jules), but it's still unusual to see an impeccably tweaked bruiser like this, and that's a massive shame.

Gary's feisty Ford is a prime example of MPV madness, proving there should be a lot more tuned S-Maxes out there – especially ones with the full-fat 2.5-litre lump. He's done a great job of eking out some more horses with an exhaust, filter and map combo and there's no denying the styling is spot on too. We'd certainly be proud to be tooling around in this one.



TECHSPEC

S-Max

TOP MODS:

20-inch MSD Design wheels, Matt blue and gloss black wrap, special edition body kit, headlight and custom mirror wrap, blue SMD dial and clock conversion, 3-inch Mongoose downpipe, Eibach springs, Powerflow exhaust, Group A induction kit, Airtec intercooler, Collins CP320 map.



CHRIS SMITH'S CIVIC

FC Says: It's never been easy to make your EJ9 stand out from the crowd because they have to be one of the most popular modder's motors in the history of our little blue planet. In fact, nowadays it's more unusual to see a standard one on the street. Chris though, has risen to the challenge and then some. There's certainly been no messing about with this one either, it's gone from stock to proper little street slammer in less than 7-months. There's some serious parts from big names in the Honda world like Mugen, Buddy club and Driftworks but, I have to say, we're in love with those low offset Work hoops. ETO and -6? No wonder he's got more than a dab of camber!



TECHSPEC

HONDA CIVIC

TOP MODS:

Resprayed in Campovolo grey, 8 and 9x15-inch Work Meister S1 wheels, K Sport coilovers, Buddy club front and rear camber arms, Mugen front lip, Type R rear lip and grille, Buddy club Spec-2 exhaust, smoothed front bumper with flip up plate, USDM light kit, OMP steering wheel with Driftworks snap-off boss.

Readers' Rides



JAMES BOWEN'S LUPO

FC Says: Lupo owners take a look at what you could have won... yep, Mr Bowen here has definitely hit the Bullseye with this tiny terror. In fact, this fella must be to Lupos what the other Jim Bowen is to 1980's Darts-based game shows - you sir are a legend.

Of course, if you're lucky enough to be too young to know what particular classic British TV shenanigans I'm going on about, at least you

can still appreciate all the work that has gone into making James' first car one of the smoothest little dubs on the street. There's a serious spec on this one including a whole load of body work, those tasty Stuttgart wheels and - Bully's special prize - a full on air install from the boys at Air Lift Performance. All that and he's still managed to keep the insurance down, fair play on ya, son.

TECHSPEC

VW LUPO

TOP MODS:

8.5x15 Stuttgart wheels, 2-way Air Lift Performance kit, front and rear bumpers, bonnet and bootlid smoothed, pressed plates, 1.4 Sport lower valance, GTI spoiler, Cambridge rear clusters, Longlife upswept exhaust, hydro-dipped grille, boot build.



MARC CUNNINGHAM'S SCOOBY WAGON

FC Says: I know you can't actually see the dirty-great grin on my face right now but, if you could, you'd know it's because of all the 'comical' mods dotted around Marc's Wagon. Of course, what's even more fantastic is the fact he's done everything on the car with his own bare hands too, you can't help but respect that.

What makes this one a real 'Marvel' though (yes, pun intended) is the stonking, fully forged 2.1-litre lump. Apparently it punches like the Hulk, is as quick as the Flash and can leap tall buildings in a single bound. Okay, maybe not the last one, but we're still loving your work mate! High five.

TECHSPEC

SCOOBY WAGON

TOP MODS:

2.1 fully forged engine, TD04 turbo, anti lag and launch control, STi top mount intercooler, hydro-dipped Marvel graphics in engine bay, custom headliner and gear knob, Recaro seats, Japspeed exhaust and de-cat pipe.



SHOW US WHAT YOU'VE GOT!

Here's your chance to show off both your ride and your photography skills in the pages of *FC*. To enter your car just open a fresh new email, put 'Readers' Rides Submission' in the subject line and send us a few pics of the best bits (larger than 1MB with no ghosting or logos, and you must have the photographer's permission) along with a short spec and a paragraph telling us why your motor deserves to adorn these hallowed pages. Pop the whole lot over to jules.truss@kelseymedia.co.uk and we'll do the rest.

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***EXPLOSIVE POWER OR ENDURANCE AND
STAMINA? THIS 60-YEAR-OLD GENETIC
MUSCLE TRUCK IS PUMPED UP FOR BOTH***





WILD CARD: CHEVY APACHE



Nothing on the outside hints at the monster that lies beneath

Appearances can be deceptive. And nothing proves it quite so acutely as this 1958 Chevy Stepside. It's easily one of the coolest things you'll ever see on the UK streets, but you'd be forgiven for thinking it's 'low and slow' all the way – nothing could be further from the truth.

What's extremely clever is how this one looks so hardcore in such an agricultural way. It's Cabin Fever scary. You just wouldn't mess with it even though nothing on the outside even hints at what's under the hood. And believe me there's plenty there too.

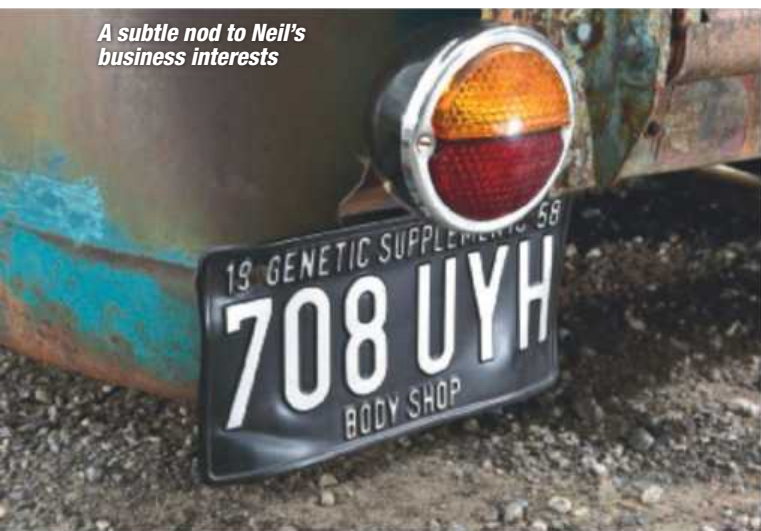
What we have here is a genuine American muscle truck, a hot-rod with 6.3-litres of V8 powerplant and enough Holley and Edelbrock trimmings to lay on a sub six-second 0-60 party piece and wipe the floor with many a modern 'performance' motor. To be honest, it's an absolute monster, not unlike Neil Johnson, the bloke who drives it!

Now, you may think I'm being a little brave with that statement, but trust me, I'm not. Although Neil looks like he could crush your head between thumb and forefinger without batting an eyelid, that's not his style. I'm not gonna say he's a big cuddly bear or anything, but you certainly wouldn't have to worry about bumping into him down a dark alley. He's a genuinely nice bloke. That and he probably wouldn't fit down a dark alley in the first place – unless he went in sideways.

And that was the first big consideration when Neil was looking for some old-skool Yank muscle to promote his muscle building business,



A subtle nod to Neil's business interests



Genetic Supplements, around various UK fitness expos and strongman competitions. Originally he was after an early 50s C3100 pickup, but, being quite fond of the odd protein shake, one of these would have been more like a metal overcoat than a company workhorse. So eventually he decided on the slightly later, and considerably bigger, '58 Apache.

Now obviously any 60-odd year-old US truck isn't all that easy to come by over here. You have to work at it, hard. In fact, even when you do stumble across a half-decent example, you'll inevitably find a whole load of stuff has to be done to make it work, and even more so if you have the sort of high standards Neil has. Suffice to say there's plenty of blood, sweat and tears gone into just getting this one road worthy, let alone to the rubber-laying, fire-breathing spec you see before you today.

Originally imported in 2014, the Chevy was basically a half-finished, 'body-off' project that needed ripping apart and starting again. It was already sporting a brand new crate motor from Blueprint Engines, which was a huge plus point. Although that did mean it needed a full round of box-section chassis strengthening at Russell Offroad just to withstand the 450 raging horses.

“Plenty of blood, sweat and tears has gone into getting this road worthy”



Not the easiest thing to find in the UK

NEIL JOHNSON

Blimey, I'm guessing you ate all your greens as a kid mate!

“Yeah, you'll have to try it if you ever want to grow up to be big and strong, Midge!”

So that's what I've been missing out on, eh?

“Actually I just tend to eat a small child or two every morning before my workout.”

What, really?

“No, don't be a dick.”



WILD CARD: CHEVY APACHE

Now that doesn't
look quite so 1950s



Other recent highlights include an essential upgrade to disc brakes, some proper air-ride wizardry from the guys at RideTech and a stunning set of huge hot-rod wheels that are not only staggered widths but staggered diameters too – God bless America eh?

Along with all the tuning and cooling mods, it's quite a spec. But what's important is it's all been done with the utmost respect to the original truck. It's all about usable enhancement rather than some sort of full-body transformation.

Ironically, considering what he does for a living, Neil's whole vision for the styling was to leave the outside with its original patina playing down the insane power that lurks beneath. It works though. To me it's what makes the whole body building exercise all the more special and so much more menacing than a full resto or immaculate paintjob. It's practically brand new underneath, but you can still feel the history, after all this ride has earned its finish from years of graft in the hot Texas sun.

There's no shortcut to this kind of look. It took over six decades to create and it would be something of a crime to change it now. The exterior is truly period, right down to the signwriting which had to be hand-brushed and artificially aged to fit in with the patina. In fact that's the only bit you could actually call 'reproduction' – even the mental Pepsi cooler on the back is an 1950s original.

Genetic Body Shop isn't quite what you'd imagine either. It's nothing to do with shooting paint, but rather a popular fitness forum that Neil also runs. An unusual sort of bodyshop to find here in FC admittedly, but that's probably because we're all a bit fat (or old – Initial G) and the only gym we're used to seeing spells it with a J and owns the local chip shop.

Anyway, the respect for originality and standard appearance extends superbly to the interior. But that doesn't mean it's not packed out with some seriously trick modern mods. Quite the opposite. Both the quilted seat and custom roof lining by KISH Bespoke Leather

Trimming are simply stunning. We love the emergency protein shakers too and Monti and the boys at Bassmechanix have managed to cram in a whole load of top audio kit from the fittingly all-American Rockford Fosgate.

Now, we know Monti and his crew well. They're FC regulars that are always working on bonkers builds, usually in off-the-wall stuff like tanks, so for those guys this one is subtle to say the least. The point though is it keeps the nostalgia but adds all the mod cons you want from a motor you have to drive here in the 21st century. Even the



Some of the bits underneath
don't look quite so retro



Both the quilted seat (and custom roof) lining are proper gorgeous



“Take care and do it right, and there’s no limit to what you can achieve”



So where’s ours?

There were a few Chevy pickups before Neil’s ‘58 and even more after, but why did we never officially get them in the UK?

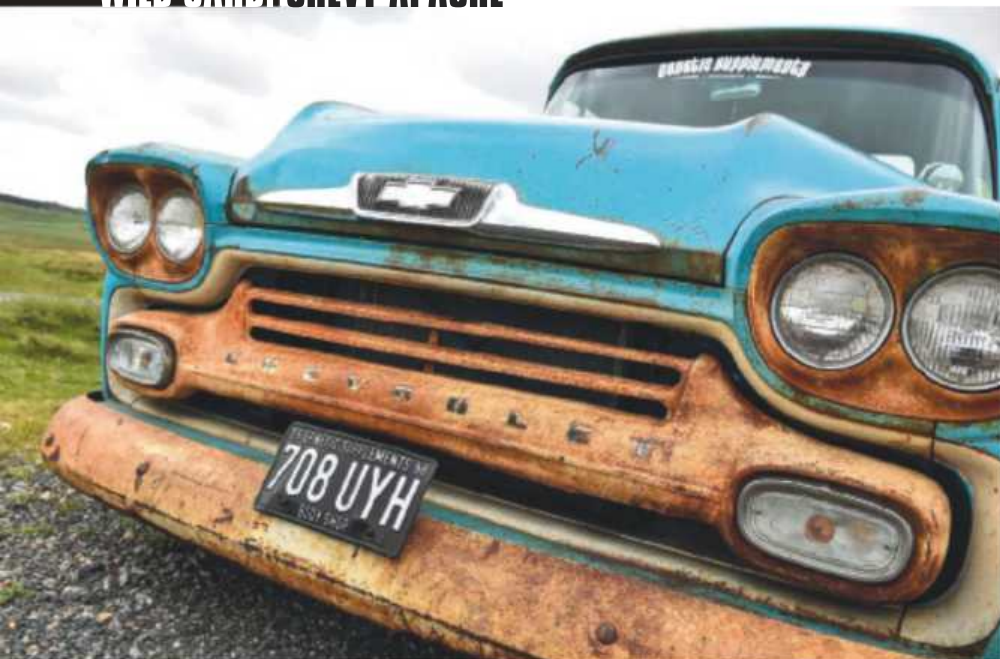
Well for a start they drink, and I’m not talking about protein shakes either. With most over the years being big petrol V8s you’d be lucky to get 15 to the gallon, and that’s on a run.

Second, they’re usually fookin’ massive and our roads just aren’t wide enough to make them practical over the European and Japanese offerings.

Lastly, I can’t help thinking that the American manufacturers probably don’t need to sell ‘em outside the US because they’re so popular at home. It’s estimated that Chevrolet sell a pickup every minute of the day and Ford sell one every 30 seconds so they must be all right for a few quid eh? Besides, those factories must be working overtime already!



WILD CARD: CHEVY APACHE



headunit is a period-look AM/FM Chevy item, but one that now incorporates Bluetooth streaming and all the latest tech.

I guess it's true to say that never before has a driver (or the company he's built), fit the demo car so closely. It's not about all the obvious muscle connotations either. I could go on making puns about getting out the whey and being pumped-up all day long, but I won't.

The real lesson here is no matter what the age or the starting point, going that extra mile can make all the difference. This project hasn't been easy, but the saying 'you get out what you put in' really is true.

You may be in a world of pain, and you may have to sweat more than your fair share to make it work, but if you take care of what you're building and do it right, there's no limit to what you can achieve. ■



TECH SPEC: '58 CHEVY

TUNING:

Blueprint Engines 383ci (6.3 Litre) 'stroker' crate motor; 2.5in straight through stainless pipes with Magnaflow tips; Holley 750cfm Carb/Edelbrock filter; MSD Ignition; TH350 Turbo 3-speed transmission; 17in Kenlowe fan; Pro Alloy Motorsport custom stainless radiator; Mocal 13 row trans oil cooler; custom propshaft.

CHASSIS:

18 and 20-inch Billet Specialties wheels; RideTech air suspension; Ford Mustang front clip; Chevy Camaro 10-bolt diff; disc brake conversion all round; boxed chassis with rear cross bracing and other chassis strengthening mods.

EXTERIOR:

Original patina; hand painted door and roof graphics; original '50s Progressive Cooler Pepsi cooler box.

INTERIOR, AUDIO:

Period AM/FM Chevrolet replica headunit with Bluetooth hands-free phone kit; Bassmechanix custom install with 2 Rockford amps; 4x 8in subs and 2 x 5.2in Rockford Punch speakers; Auxiliary rev counter; push button start; new quilted leather bench seat; quilted Genetic Body Shop Skull roof lining.

THANKS

Genetic Supplements (www.geneticsupplements.co.uk); Genetic Body Shop (www.geneticbodyshop.com), Simon Russell of Russell Offroad; Montus Maximus of Bassmechanix; Phil Anderson of Phil Anderson Signs; KISH Bespoke Leather Trimming, Sunderland; Paul of Pure Shine Detailing.

"OK, we'll arm wrestle you for the Chevy!"



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PCD Fitment Guide

Of course we couldn't list every single car in the history of the universe, we just don't have the pages, but here's the majority of the scene's core motors (and a few wacky OEM+ options).



Make	Model	PCD	Centre bore
Alfa Romeo	159 (2005 -)	5x110	65.1
	166 (1998 - 2007)	5x108	58.1
Aston Martin	Vantage	5x114.3	68.1
Audi	A1 (2010 -)	5x100	57.1
	A3 (8L 1996 - 2003)	5x100	57.1
	A3 (8P 2003 -)	5x112	57.1
	A4 (8E 2000 - 2004)	5x112	57.1
	A4 (B8 2007 -)	5x112	66.6
	A6 (1999 - 2011)	5x112	57.1
	A6 (2011 -)	5x112	66.6
	A8 (4E 2002 - 2010)	5x112	57.1
	A8 (4H 2010 -)	5x112	66.6
	RS6 (4B 2002 - 2004)	5x112	57.1
	S3 (1999 - 2003)	5x100	57.1
Bentley	S3 (2006 -)	5x112	57.1
	S4 (1994 - 2001)	5x112	57.1
	TT 8J (2007 -)	5x112	57.1
	TT 8N (2003 - 2007)	5x100	57.1
	Continental GT	5x112	57.1
BMW	1 Series (2004 -)	5x120	72.6
	3 Series E30 (1982 - 1990)	4x100	57.1
	3 Series E36 - F30 (1990 -)	5x120	72.6
	5 Series E28, E34 (1985 - 1995)	5x120	72.6
	5 Series E39 (1995 - 2003)	5x120	74.1
	5 Series E60 - F11 (2003 -)	5x120	72.6
	6 Series (1976 -)	5x120	72.6
	7 Series (1977 -)	5x120	72.6
	Z3 (1996 - 2003)	5x120	72.6
	Z4 (2002 -)	5x120	72.6
Citroen	AX (4 stud)	4x108	65.1
	C1	4x100	54.1
	C2	4x108	65.1
	C3	4x108	65.1
	C4	4x108	65.1
	DS3	4x108	65.1
	Saxo	4x108	65.1
Chevrolet	Corvette C4	5x120.5	70.5
Ford	Escort RS Cosworth	4x108	63.3
	Fiesta (all)	4x108	63.3
	Focus (1998 - 2004)	4x108	63.3
	Focus (2004 -)	5x108	63.3
	Focus RS (2009 -)	5x108	63.3
	Ka (1996 - 2008)	4x108	63.3
	Mondeo (1993 - 2000)	4x108	63.3
	Mondeo (2000 -)	5x108	63.3
	Puma (1997 - 2001)	4x108	63.3
	Sierra Cosworth (1990 - 1992)	4x108	63.4
	StreetKa (2003 - 2006)	4x108	63.3
Ferrari	355	5x108	67

Fiat	Punto (1993 -)	4x98	58.1
	Coupe (1993 - 2000)	4x98	58.1
	Bravo (1995 -)	4x98	58.1
Honda	Accord (2003 -)	5x114.3	64.1
	CRX (1984 - 2000)	4x100	56.1
	Civic (1983 to 2006)	4x100	56.1
	Civic (from 2006)	5x114.3	64.1
	Civic Type R (All)	5x114.3	64.1
	Integra Type R	5x114.3	64.1
	Jazz	4x100	56.1
Infiniti	S2000	5x114.3	64.1
	G35 (2003 - 2007)	5x114.3	66.1
Land Rover	Freelander (1998 - 2006)	5x114.3	64.1
	Freelander II (2006 -)	5x108	63.4
	Range Rover II P38 (1995 - 2002)	5x120	70.1
	Range Rover Sport (2005 -)	5x120	72.6
	Range Rover Evoque	5x108	63.4
Lexus	GS 300/430	5x114.3	60.1
	IS 200	5x114.3	60.1
	LS 400/430	5x114.3	60.1
	LS460/600	5x120	60.1
Lotus	Elise S2 (Front 2002 -)	4x100	56.6
Maserati	Grand Sport	5x108	67.1
Mazda	RX-7	5x114.3	59.6
	RX-8	5x114.3	67.1
	MX-5 (1990 - 2005)	4x100	54.1
	MX-5 (2005-)	5x114.3	67.1
Maybach	62S	5x112	66.6
Mercedes	190	5x112	66.6
	A-Class (all)	5x112	66.6
	C63 AMG	5x112	66.6
	C-Class (all)	5x112	66.6
	CL	5x112	66.6
	CLC	5x112	66.6
	CLK	5x112	66.6
	CLS	5x112	66.6
	E63 AMG	5x112	66.6
	E-Class (all)	5x112	66.6
	MG	4x100	56.1
	ZR	4x100	56.1
	ZS	4x100	56.1
	ZT	5x100	56.1
Mini (New)	Cooper (all)	4x100	56.1
	One (all)	4x100	56.1
Mitsubishi	Lancer Evo I, 2, 3	4x114.3	67.1
	Lancer Evo, 4, 5, 6, 7, 8, 9, 10	5x114.3	67.1
	Colt (1992 - 2004)	4x100	56.1
	FTO	5x114	67.1
Nissan	200SX S12, S13	4x114.3	66.1
	200SX S14, S15	5x114.3	66.1
	300ZX Z31/Z32 (1989 - 1992)	5x114.3	66.1

	350Z (2002 - 2009)	5x114.3	66.1
	370Z (2009 -)	5x114.3	66.1
	GT-R (2008 -)	5x114.3	66.1
	Juke (2010 -)	5x114.3	66.1
	Micra (1993 - 2003)	4x100	59.1
	Micra (2010 -)	4x100	60.1
	Skyline R32 (GTS only)	4x114.3	66.1
	Skyline R32, R33, R34 (1989 - 2002)	5x114.3	66.1
	Sunny (1991 - 1995)	4x100	59.1
Peugeot	106 (4 stud 1992 - 2005)	4x108	65.1
	107 (2005 -)	4x100	54.1
	205 (1986 - 1996)	4x108	65.1
	206 (1998 - 2009)	4x108	65.1
	207 (2006 -)	4x108	65.1
	207CC (2007 -)	4x108	65.1
	306 (1993 - 2001)	4x108	65.1
	307 (2001 - 2009)	4x108	65.1
	406 (1995 - 2004)	4x108	65.1
	406 Coupe (1996 - 2005)	4x108	65.1
Porsche	911 (993, 996, 997 all GT)	5x130	71.6
	924 (1976 - 1987)	4x108	57.1
	928 (1978 - 1995)	5x130	71.6
	944 (1987 - 1991)	5x130	71.6
	Boxster (1996 -)	5x130	71.6
	Cayenne (2002 -)	5x130	71.6
	Cayman (2004 -)	5x130	71.6
	Panamera (2009 -)	5x130	71.6
Renault	Clio (1990 -)	4x100	60.1
	Clio V6	5x108	60.1
	Megane (1996 - 2008)	4x100	60.1
	Megane 3 from 2008	5x114.3	66.1
	Megane 225 Sport	5x108	60.1
	Twingo	4x100	60.1
SEAT	Arosa	4x100	57.1
	Ibiza 2002 to 2008	5x100	57.1
	Ibiza from 2008	5x100	57.1
	Ibiza (4 stud)	4x100	57.1
	Leon from 2005	5x112	57.1
	Leon to 2005	5x100	57.1
Skoda	Fabia	5x100	57.1
	Octavia (from 2005)	5x112	57.1
	Octavia (to 2005)	5x100	57.1
	Superb	5x112	57.1
Subaru	Impreza	5x100	56.1
	Impreza STI, WRX (1993-04)	5x100	56.1
	Impreza STI (2005-)	5x114.3	56.1
Suzuki	Swift (from 2005)	4x100	54.1
	Swift Sport 2006	5x114.3	60.1
	Wagon R	4x100	54.1
Toyota	Celica (to 1999)	5x100	54.1
	Corolla (1987 - 2007)	4x100	54.1
	Corolla (2007 -)	5x114.3	60.1
	MR2 (from 2001)	4x100	54.1
	MR2 (to 2001)	5x114.3	60.1
	Yaris (all)	4x100	54.1
	GT86	5x100	56.1
	Supra 1, 2	5x114.3	60.1

Vauxhall	Astra F, G (1991 - 2004) 4 stud	4x100	56.5
	Astra G, 5 stud (1998 - 2004)	5x110	65.1
	Astra H (2004 - 2009)	4x100	56.6
	Astra H 5 stud (2004 - 2009)	5x110	65.1
	Calibra	4x100	56.5
	Calibra (V6 Turbo)	5x110	65.1
	Corsa B, C, D (1993 -) 4 stud	4x100	56.6
	Corsa C, D (2000 -) 5 stud	5x110	65.1
	Insignia (2008 -)	5x120	67.1
	Nova A (1982 - 1993)	4x100	56.6
	Vectra A, B, C (5 stud)	5x110	65.1
	Vectra A, B (4 stud)	4x100	56.6
Volkswagen	Amarok (2010 -)	5x120	65.1
	Bora (1998 -2005)	5x100	57.1
	Caddy (1996 - 2003)	4x100	57.1
	Corrado (1988 - 1996)	4x100	57.1
	Corrado VR6 (1991 - 1996)	5x100	57.1
	EOS (2006 -)	5x112	57.1
	Fox (2005 -)	5x100	57.1
	Golf 1, 2, 3 (1979 - 1997)	4x100	57.1
	Golf 3 GTI/VR6 (1991 - 1997)	5x100	57.1
	Golf 4 (1997 - 2004)	5x100	57.1
	Golf 5, 6 (2003 -)	5x112	57.1
	Jetta (1985 - 1991)	4x100	57.1
	Jetta (2005 -)	5x112	57.1
	Lupo (1998 - 2005)	4x100	57.1
	New Beetle (1998 -)	5x100	57.1
	Passat (1983 - 1996)	4x100	57.1
	Passat B5, B6, B7, CC (1996 -)	5x112	57.1
	Phaeton (2002 -)	5x112	57.1
	Polo (1994 - 2001)	4x100	57.1
	Polo (2001 -)	5x100	57.1
	Scirocco II (1981 - 1992)	4x100	57.1
	Scirocco III (2008 -)	5x112	57.1
	Touareg (2002 -) diesel	5x130	57.1
	Touareg VR5 TDI (2002 - 2010)	5x120	65.1
	Transporter T4	5x112	57.1
	Transporter T5 (2003 -)	5x120	65.1
	Vento (1992 - 1998)	4x100	57.1
	Vento VR6 (1995 - 1998)	5x100	57.1
Volvo	340	4x100	52.1
	C30 (2006 -)	5x108	63.4
	C70 (1998 - 2006)	5x108	65.1
	S60R (2003 - 2010)	5x108	65.1
	S70 (1997 - 2000)	5x108	65.1
	S80 (1998 - 2006)	5x108	65.1
	V70 (2007 -)	5x108	63.4



arse end

Quotes of the Month



Jules to Midge: "So you're finally a superhero – wanna go and see that new film you're in?"
Midge: "Dick."



Midge: "Damn, even my camshaft sensor is short. How shit is that? Fuck my life."



FC Phone Hack of the Month
Jules' puns are bad, his jokes are worse!



WEDDING SNAPS

As you get older you'll find it seems like all your mates (and brothers – Midge) eventually all become adults and tie the knot. But not the FC crew. Nope, we've promised to never grow up. We still manage to amuse ourselves at all these weddings though. Midge likes to pretend he's an expert by checking out the motors and, from this cheeky snap, it looks suspiciously like Jules and Glenda like to check out each other. Always the bridesmaids, never the brides those two. No idea why.



FC CRIBS

You know how on MTV's Crips they always seem to rifle through everyone's fridges? Well we thought we'd take a sneaky peek into the homes of the FC crew. First up is the little fella who's fridge, while immaculately orderly and suspiciously new-looking, shows a distinct lack of vegetables or any other sustenance except for chocolate, cake and mayonnaise. That's the breakfast of champions right there people!



CLASSY LAD

So, no prizes for guessing why our Midge got kicked out of Bristol's Marks and Sparks this weekend then. At the very least, his Carol Vorderman impression was rubbish. Although it seems that he has finally learned how to spell out his own name, which is pretty impressive.



TOP 5 VIDEOS

CHECK OUT MORE ON WWW.FASTCAR.CO.UK



LADA 2106

Yes, we actually want a Lada – this thing is an absolute stunner. Where have they been hiding these? Those sneaky Russians! www.fastcar.co.uk/2015/07/15/modified-lada-2106



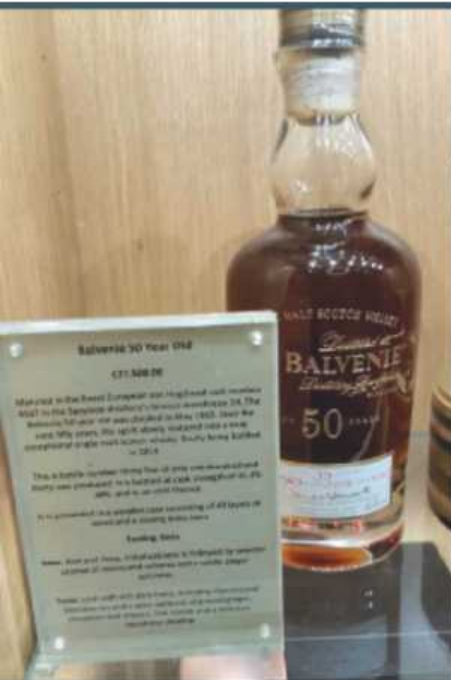
LAMBO HURACAN

Just to make you want a Lambo just that little bit more, Underground Racing have built one with 2,100bhp – Christ alive! www.fastcar.co.uk/2015/07/10/2100hp-twin-turbo-lamborghini-huracan



AWD EK CIVIC

With 700bhp and a huge turbo it's already a weapon... but AWD just pushes this one right over the edge of insanity! www.fastcar.co.uk/2015/07/06/700bhp-awd-honda-civic-ek-turbo



BARGAIN BLEND

It's not the first time out Julian has dreamed of getting his big wet lips around a fruity 50-year-old from Scotland, and it probably won't be the last. And there was us thinking he likes them cheap.



CHEEKY PLUG

Obviously here at FC we'd never ever abuse our position just to get our mates in the mag... or to get a free T-Shirt. So anyway, on another note, here's a brand new T-Shirt from our mate Bobby at Zealou5. Get on www.zealou5.com and grab yours now. Lovely.



FUNNY NIGHT

Check out this mental gathering in Osaka, Japan. We don't know exactly why they call it Funny Night – but it certainly made us smile!
www.fastcar.co.uk/2015/07/03/funny-night-osaka-meet



MAN VS FOOD AGAIN

What's smoked for 17 hours before being put in a paper cup and served with half a sack-load of spuds? Jules' dinner from Reekie's Smokehouse. He reckons it's officially the best food he's ever had too, and there's been a lot of competition on that front over the years. High praise!



ARTY FARTY

Our Glenda recently headed from Bristol to the nation's capital to be inspired by some painting that's not done with a spray can on the side of the train. It wasn't because he's a connoisseur of 18th century neoclassical art, or a particular fan of the Pre-Raphaelite Brotherhood you understand. No, apparently that's where he gets all the best beard-grooming tips.



EURO SUNDAY

If you don't love the VAG stuff, have a good stern word with yourself first, and then check out this awesome selection of inspirational metal.
www.fastcar.co.uk/2015/06/30/eurosunday-2015

Midge's DIY TIPS

Hacks, tips and all round useful bits!



Autumn's coming

Okay so September is approaching fast and that means it's either still nice and sunny or it's getting fooking cold. It's hard to tell when writing this back here in July, chiefly because I'm not Mystic bloody Meg.

Just in case though, here's a tip for you convertible owners before you stick up your roof permanently for the winter.

Go to the kitchen and grab some vegetable oil (olive oil if you're posh like our Jules) and smear a little along all the rubbers. It may sound mental but this will help lubricate all the seals and stop them sticking together in the cold.

When it's sunny again (in spring 2057) that'll stop them ripping apart when you first put the roof down and safeguard you car from knackered rubbers and annoying leaks in the future. You're welcome.



SO WHAT??

PRESS RELEASES WE REALLY DON'T CARE ABOUT THIS MONTH...



Volkswagen Commercial Vehicles welcomes Tracey Perry as its new National Fleet Manager, who has taken on the role from 15 June.

Hi Tracey!

The Mitsubishi ASX is now available with a new Euro 6 compliant 1.6 turbo diesel engine. This frugal yet punchy unit produces 112bhp and just 119g/km CO2, meaning zero VED in the first year of ownership.

Frugal yet punchy y'say? Lovely.

As Infiniti starts to prepare itself for the introduction of the Q30 later this year, two key members of staff have joined the company to increase its focus on the Fleet Sales sector.

Well done you two, well done.

John McEnroe swapped his role as a Wimbledon commentator for chauffeur car driver today, as the all-time tennis great surprised two unsuspecting Wimbledon fans with an unforgettable journey to The All England Club.

You cannot be serious!

Hyundai Motor UK has been awarded 'Best Carmaker of the Year' at the 2015 Motor Trader Awards. This is the third time in six years that the accolade has been bestowed to the Company – it previously won in 2010 and 2011.

Yes, but we need to see more modified stuff.

Chop chop people.

The BVRLA has given a cautious welcome to Chancellor George Osborne's Summer Budget, which included a further freeze on fuel duty.

It should be dropping, not frozen. Sort it out!

Suzuki has announced details of two new summer offers on both the GSR750 and V-Strom 650 models, which will run until

September 30.

Er, yeah, cheers.

In light of the latest new car registration figures being released, MG Motor UK is taking this opportunity to thank past, present and future customers for supporting the company.

We think you're thinking of someone else there guys.

Positive first half results for Maserati, whose sales show uninterrupted consolidation.

Nope, still can't afford one.

After posting record-breaking figures in 2014, Dacia's popularity with UK buyers continues to increase, as the 'no frills' car brand posted first half sales.

Good news – as James May would have said.



Next Month in Fast Car* we break out the Lycra** for...

The Superpowers Issue!



FEATURE CARS:

600bhp Focus RS
LS-Powered RX-7
650bhp Twin Turbo 350Z
Boosted Clio
Epic Evo
160.1dB T5 Van

SPECIAL FEATURES:

TORQUE VS BHP

We put an end to the argument for once and all, as we find out what's more important! Don't miss this one.

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We go behind the scenes as the 1000mph record attempt car hits the final build stage!

50,000 BHP INSIDE

We head to the UK's most powerful garage!

SHOWS:

SCOTTISH CAR SHOW

A car show in Scotland, and a bloody good one it was too!

JAPFEST2

We hit Rockingham for some Oriental action.

PLUS:

Product tests, Fast Projects, and loads more

*Subject to change, because that's how we roll.

** We're definitely not wearing Lycra (except for Midge. Midge loves Lycra).



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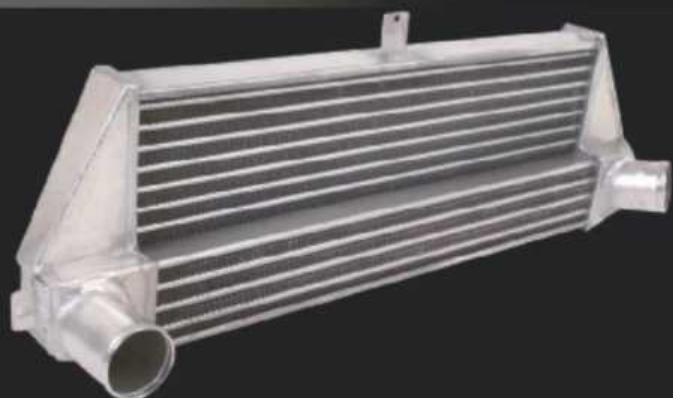


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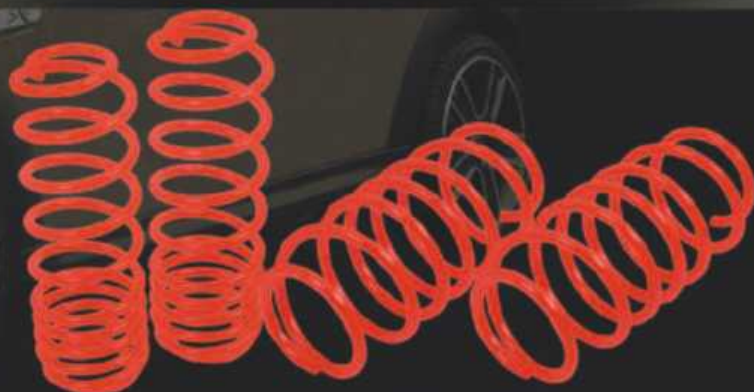
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